

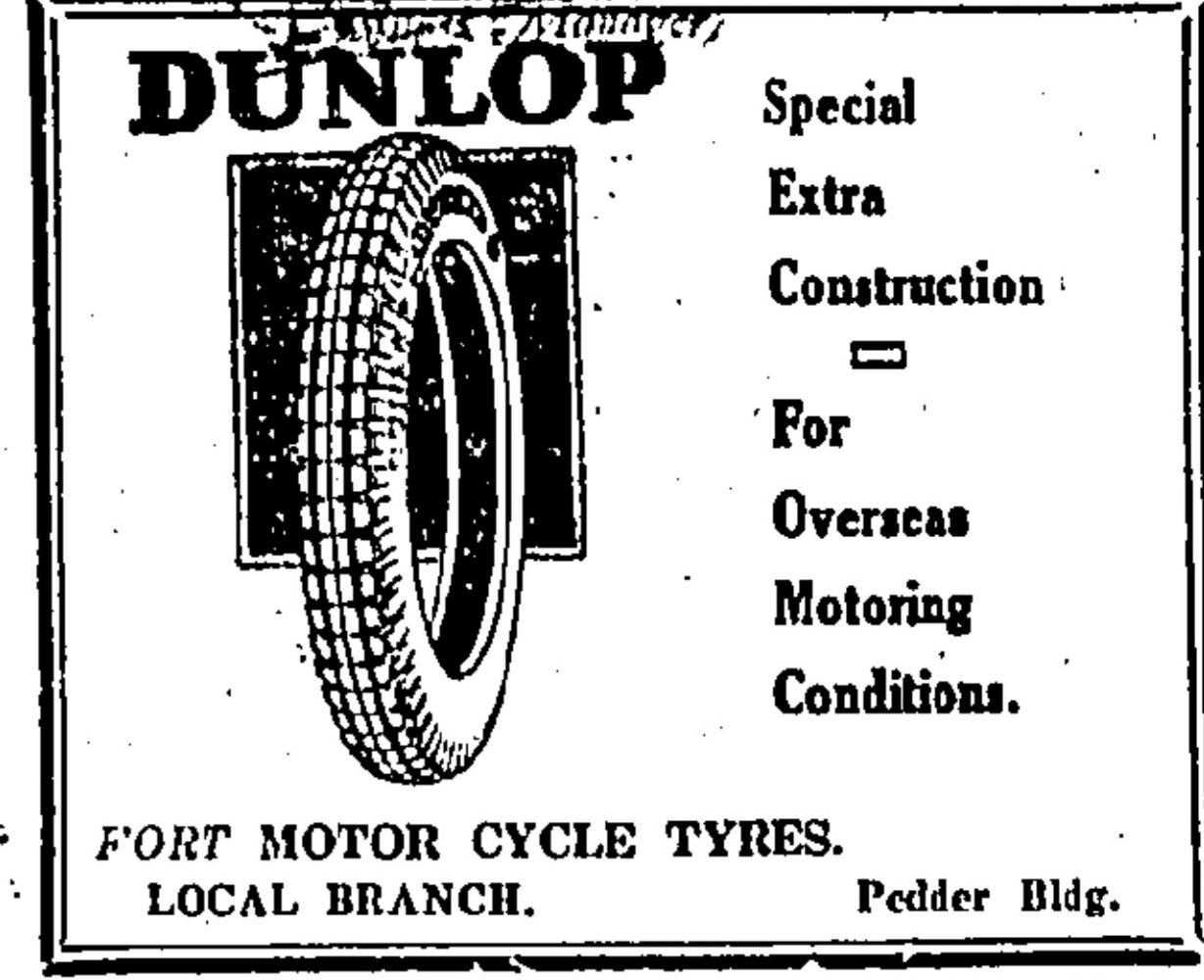


China Mail

ESTABLISHED 1846

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

No. 27,772 HONG KONG, THURSDAY, APRIL 16, 1931. PRICE \$3.00 Per Month.



HONG KONG & SHANGHAI HOTELS

SATISFACTORY YEAR

SHAREHOLDER'S PLEA FOR A STABLE CURRENCY.

BUS SERVICES' POPULARITY

Mention of a share issue that will make available a further twenty lacs for development of the company's properties was made by Mr. J. H. Taggart, who took the chair at the annual meeting of the Hong Kong and Shanghai Hotels, Ltd., this morning.

Mr. Taggart also referred to the benefits derived by the sale of the Majestic Hotel property in Shanghai. He was of opinion that although working profits showed a decrease, the year's business had been quite satisfactory in view of the unparalleled trade and exchange conditions.

The Company's buses had been kept at a high stage of efficiency, and were increasingly popular. The question of the use of Diesel oil engines on the buses was under consideration.

\$27,000 LEGAL EXPENSES

The Chairman also referred in financial year, for the purchasers' passing to an item for over \$27,000, "legal and other expenses", in connection with the establishment had an adverse influence upon bookings retrospectively from the beginning of the year.

Coming to the assets side of the Balance Sheet, there is little calling for comment, for the depreciation written off the assets accounts in most instances for the differences appearing when making comparison with the figures of the preceding year.

Turning to the debit side of the profit and loss account, you will notice, on making comparison with the figures of the previous financial year, that "Rent, Rates, Taxes and Licences" show an increase of \$26,882. This increase is due mainly to the imposition of a tax on the seating capacity of our buses, and to the inclusion of the rental paid to the new owners of the Majestic Hotel, under the terms of sale relating to that property, for the Company's tenancy of the establishment during practically the whole of the first quarter of 1930.

Financial Items.

The item of "Bank Interest" you will note is reduced by \$109,415, this being consequential upon the reduction of the Company's indebtedness made capable by the receipt of the funds representing the purchase price of the Majestic Hotel property.

You will observe that the item "Audit, Accountancy and Legal Fees" is increased by \$27,965. This increase is brought about by the payment of legal, etc., fees incurred by the Company in contesting the action brought against us by the firm who installed the refrigeration plant at the Peninsula Hotel.

This firm claimed from the Company certain moneys as being a balance due to them under their contract for the installation of the plant, whilst your Company contended that a counter-claim existed on their part in respect of faulty work.

This action was equitably settled out of court after the trial had been proceeding about three weeks, a course of action your Board deemed it advisable to acquiesce in, for the highly technical nature of the case involved the retention of expensive experts as witnesses, and it was considered that, if the case had been carried to conclusion after further lengthy trial, considerable additional legal expenses would have been involved, irrecoverable even in the event of the Company obtaining a verdict in the action, a state of affairs which, in the opinion of your Board, the monetary importance of the matter at issue did not warrant.

Maintenance Charges.

You will note that the expenditure for the year under the heading of "Maintenance and Repairs" is down by \$43,433, vis à vis the previous year. Whilst making reference to this item I would mention that expenditure incurred in effecting modernisation of certain equipment, which strictly speaking could be included within the purview of capital expenditure, has been written off out of revenue. Furthermore, in this connection, it was not considered expedient to encroach upon funds standing to the credit of the "Repairs and Renewals Account" and the sum of \$100,000, which was allocated

ROCKET 'PLANE AT LAST A SUCCESS.

Reaches 6,000 Feet and Glides Back to Earth.

WINGS UNFOLD.

Osnabrück, Yesterday. Claimed by its inventor, an aeronautical engineer, Reinhold Tilling, to be "a real rocket 'plane," because it returns near its starting point, a new rocket tried out here to-day reached a height of 6,000 feet, where it automatically unfolded its two wings and glided to earth undamaged. The rocket was propelled by gun powder, and the inventor contemplates constructing a man-carrying rocket.—Reuter.

thereto from the profits of the preceding year, still remains to the credit of that account.

Depreciation Figures.

Depreciation for the period under review has been provided for upon our usual conservative basis. In this connection you will note that it has been considered expedient to withdraw the sum of \$200,000 from the "Depreciation Reserve," in order to maintain provision of depreciation on the basis of the standard set in past years in respect of the Company's various classes of assets, a matter to which I propose to refer again later.

Coming to the assets side of the Balance Sheet, there is little calling for comment, for the depreciation written off the assets accounts in most instances for the differences appearing when making comparison with the figures of the preceding year.

Investments.

I would, however, remark upon one item appearing amongst the assets, namely, Investments, which stand in the Balance Sheet at cost, \$462,174.48. Of this figure \$459,790.07 is the cost of acquisition of the Company's holding of shares in the Grand Hotel des Wagons-Lits, Ltd., which holding represents approximately 90 per cent. of that Company's issued capital.

The Hotel operated by the Grand Hotel des Wagons-Lits, Ltd., situated, as you know, in the Legation Quarter of Peking, has, over the past few years, had to contend with competition from an establishment offering the advantages attaching to a building of more modern construction, and, moreover, the volume of tourist business fell far short of reasonable expectation, due to the long prevailing unsettled political situation in the North.

The somewhat small operative profits made over the past four years, being insufficient to provide more than a nominal return on your investment in that Company, have been utilised for the purpose of depreciating the whole of the assets on a more liberal basis than the actual life thereof demands. As a result rigid conservation of cash resources has been made, and by judicious investment of the surplus funds it has been possible to build up an Investment Fund of satisfactory dimensions, and, in this connection, you will be interested to learn that the Grand Hotel des Wagons-Lits, Ltd., has been enabled, at March 31 last, to redeem the whole of its indebtedness to the holders of its Debenture issues, totalling Tientsin Taels 231,900.

I think I may say without undue optimism that the Company's improved position as a result of being relieved of all debt, aided by the greater volume of business now experienced at the Hotel in Peking, is such as to warrant anticipation of an early termination of the period of non-productiveness of this investment.

Mortgage Loans.

Turning to the liabilities side of the Balance Sheet, you will note that "Depreciation Reserve" has suffered reduction to the extent to which I have previously referred. The item "Loans secured by Mortgages" stands at \$4,800,149.81 on December 31, 1930, as against \$7,042,128.14 in the accounts for the previous year, the reduction under this heading being effected as a result of the receipt of the purchase price of the Majestic Hotel property.

"Sundry Creditors" are less by \$138,191.

(Continued on page 7.)

PAYMENT OF CIVIL SERVANTS.

H.K.'s Position Queried in Commons.

NEW RECRUITS.

London, Yesterday. The rate of payment of Civil Servants in Hong Kong was raised at question time in the House of Commons to-day. Dr. Shiels, replying, confirmed the statement that Civil Servants recruited on a sterling basis were now paid on the basis of half at the true and half at the artificial rate of exchange, and now recruits would be paid on the same basis, but the latter were informed of the conversion rates.

He added that in view of the serious financial position of Hong Kong, the Government would not change the conversion rates if possible at present, but the matter would be reconsidered on the receipt of the report of the Commission which had been sent to Hong Kong to review the currency position.—Reuter.

COOLIE KILLED.

FLYING CLUB OFFICIAL'S ACCIDENT.

CONFUSION OF NAMES.

It was learned this morning that the Chinese who was knocked down and killed by a private car

MORE RAIN.

To-day's weather report, from the Royal Observatory, states:—

A depression covers China. Pressure is highest to the East of Japan. Local f. east.—Southerly winds; moderate; squally; generally overcast; occasional rain.

Rainfall. Rainfall for 24 hours ended at 10 a.m. 0.16 inch. Rainfall since January 1—7.26 inches against an average of 8.60 inches—deficit 1.46 inch.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	76
Manila	79
Foochow	60
Amoy	65
Chefoo	42
Shanghai	52

in the New Territories was a man named Mow Fung, (71) who lived at a hut at Tai Wan Village.

The driver of the car was Mr. W. R. Hawes, described as ground engineer at the Hong Kong Flying Club. Yesterday's report gave the name as Mr. Hawes, but apparently this was incorrect, Mr. Hawes being the pilot-instructor at the Club.

The accident occurred on the Sai Kung Road, near Si Ti-nan Village, when the man was overtaken and knocked down by the car.

SIAMESE KING ILL.

INDISPOSED ABOARD EMPRESS OF JAPAN.

ENGAGEMENTS CANCELLED.

Vancouver, Yesterday.

The King of Siam is at present indisposed aboard the liner Empress of Japan, according to a wireless despatch, and the Siamese Minister has cancelled the entertainments arranged for his arrival on April 17.—Reuter.

EXTRALITY ISSUE.

NEGOTIATIONS SAID TO BE PROCEEDING.

MINISTER'S STATEMENT.

London, Yesterday. In the House of Commons, replying to Sir Kingsley Wood, Mr. Arthur Henderson stated that the negotiations with the Nanking Government in regard to extrality were still proceeding. He was not yet in a position to make a statement on the matter.—Reuter.

Persons who desire to avail themselves of this invitation are requested to send their names to Mr. N. L. Smith, at the Colonial Secretary's Office, together with a précis of the evidence which they desire to tender and an intimation of the dates and times on which it would be convenient for them to appear.

The Commission have already received evidence from a number of gentlemen who appeared before the Currency Committee of 1930 or have been put forward as witnesses by various public bodies in Hong Kong.

SALVAGE TUG TO RESCUE.

Mishap to the Steamer Limchow.

PASSENGERS TAKEN OFF.

The salvage tug Henry Kewick left Hong Kong at 4 o'clock this morning to go to the assistance of the s.s. Limchow which is aground near Poohim Pagoda in the Hainan Straits.

According to first intimation received here by the Sing Kee Co., the local agents of the Limchow, the grounding of the vessel occurred after a collision with the s.s. Canton (the Messengers Maritimes, local agents); but later news stated that the passengers of the Limchow were taken off by the s.s. Canton and the s.s. Kiangsu and were being conveyed to Haiphong.

Impact Not Serious.

This seems to indicate that the grounding of the Limchow occurred in an attempt to avert a collision with the Canton and that the impact between the ships, if there was one, could not have been severe as the Canton appears to be undamaged and was able to proceed to Haiphong with some of the Limchow's passengers. The Sing Kee Co. wirelessed last night for more information on this point, but no further news has so far come through from the scene of the mishap.

Both vessels, which were built in Germany, fly the French flag and are registered in Haiphong.

Ex-German Vessels.

Lloyd's particulars of the vessels are:—

Canton (ex Kong Ring, ex Condor), 1,627 (953 net) tonnage, built in 1915 by G. Seebeck Akt. Ges. Wesermünde, owned by the Cie Indo-Chinoise de Navigation. Steel screw steamer, length, 242.4; breadth, 36.0; depth, 18.7.

Limchow (ex Song Ma, ex Thelma Bohlen), 2,239 (1,416 net) tonnage, built in 1894 by Blohm and Voss, Hamburg, owned by J. Pannier & Co. Steel screw steamer, length 290.7; breadth, 38.1; depth, 23.7.

CUSTOMS PACT.

GERMAN MINISTER TO EXPLAIN MOTIVES.

CONCERTED ACTION.

Rugby, Yesterday.

Replying to a number of House of Commons' questions on the proposed Austro-German Customs Union, the Foreign Minister, Mr. Arthur Henderson, said that he was in consultation with the President of the Board of Trade, Mr. W. Graham, on the economic aspects of the proposed Customs Union.

A Geneva telegram to-night says that Dr. Curtius has intimated to the League Secretariat that he will explain the motives of the Austro-German agreement in the European Committee on May 15, in the discussion on the failure of the commercial Convention drafted by the Conference for concerted economic action in March last year.—British Wireless Service.

OUR CURRENCY.

COMMISSION'S INVITATION FOR INTERVIEWS.

BEFORE END OF APRIL.

The Colonial Secretary informs us that the Hong Kong Currency Commission wish to make it known that they are prepared to interview any persons who desire to place their views before them, at any time before April 30.

Persons who desire to avail themselves of this invitation are requested to send their names to Mr. N. L. Smith, at the Colonial Secretary's Office, together with a précis of the evidence which they desire to tender and an intimation of the dates and times on which it would be convenient for them to appear.

The Commission have already received evidence from a number of gentlemen who appeared before the Currency Committee of 1930 or have been put forward as witnesses by various public bodies in Hong Kong.

General Sanjurjo, head of the Civil Guards, and a special body of Guards wearing red brassards, accompanied the Queen to the frontier.

Discipline Urged.

While Spain was holding day-long engagements.

Parla, Yesterday.

Indications of the Spanish Re-

publican Government's policy

were given by Senor Prieto when interviewed in the train, proceed-

ing to Spain. He affirmed: "We

shall meet all our financial en-

gagements."

(Continued on Page 18.)

"I HAVE LOST THE LOVE OF MY PEOPLE"

ALFONSO CALMLY RETIRES
KING FEELS THAT DISAFFECTION WILL NOT BE PERMANENT.

MOVING SCENES

Moving scenes marked the departure of King Alfonso from his native country yesterday, when he was followed later by Queen Ena and the other members of the Royal family. "I renounce none of my rights," the King had declared in a manifesto prepared before leaving Madrid, and to his faithful followers he admitted that, although it was clear that he had lost the love of his people, he felt that by abdicating, he was performing a duty dictated by love of country. He wished that other Spaniards might have as deep a comprehension of their duty as he.

SPAIN ALWAYS GENEROUS

Paris, Yesterday. A manifesto prepared by ex-King Alfonso before leaving Madrid says that the elections clearly showed him that he had lost the love of his people, but conscience tells him that this disaffection will not be permanent, because he always acted so as to serve Spain. Doubtless he erred sometimes, but Spain was always generous to unfriendly faults. He might have used various means to maintain the Royal prerogative to fight his adversaries effectively, but he resolutely wants to eschew anything that might throw his countrymen into a civil, fratricidal war.

"Love of My Country."

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BANKS

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Issued and Fully Paid-up \$30,000,000
Reserve Funds £ 8,000,000
Sister \$10,000,000
Reserve Liability of Proprietors \$30,000,000

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Current Accounts opened and Fixed
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BANGKOK (Thailand)
BATAVIA (Indonesia)
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CANTON (China)
CHIPEO (China)
COLUMBO (Ceylon)
DAIRAN (Daly)
DELHI (India)
HAIPHONG (Vietnam)
HANKOW (China)
HANOI (Vietnam)
HARIBUN (Philippines Islands)

Banking business transacted.
Current Accounts opened and Fixed
Deposits received for 1 year or
shorter periods at rates which will
be quoted upon application.

A. H. FERGUSON,

Manager.

Hong Kong, 8th January, 1929.

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HEAD OFFICE: 55, Wall Street,
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F. McD. COURTYNEY,
Manager.
Hong Kong, 20th February, 1931.

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General Manager.

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HONG KONG AND SHANGHAI
BANKING CORPORATION.

V. M. GRAYBURN, Chief Manager.

Hong Kong, 10th July, 1930.

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HEAD OFFICE:
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Subscribed Capital Frs. 72,000,000.00
Paid-Up Capital Frs. 68,400,000.00
Reserve Funds Frs. 102,000,000.00

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Battambang Hué Saigon
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Hong Kong, 1st May, 1929.

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H. MORI,
Manager.

Hong Kong, 11th April, 1931.

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KAN TONG PO,
Chief Manager.

Commerce and Finance.

PROPOSALS OF THE COTTON REPORT.

British Interests in China & U.S. Cloth.

THE FALL OF SILVER.

London, Yeesterday.

Authorised Capital Straits \$20,000,000
Issued Capital 8,000,000
Paid-up Capital 4,000,000
Reserve Liabilities of Shareholders 2,526,000

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TAN ENG HOOL,
Manager.

methods of exporting and marketing."

Selling Organisation.

In recommending the setting up of a special organisation, the Mission says that if this is done it should be possible to arrange for the standardisation of qualities required in the China market and to place orders with spinners, manufacturers and finishers of such dimensions as to secure that the goods will be manufactured and finished at very much lower costs than at present. Such an organisation would be in a position to ascertain the requirements of the market and to maintain stocks at the more select points. It could maintain its own organisation in China and work either through the existing importing house or a selected number thereof. If this proved to be impracticable or for any reason undesirable, the organisation in China could work through Chinese dealers or its own appointed agents as circumstances required.

Costs Must Be Reduced.

An alteration in the marketing system, however, is not sufficient to bring about an early and appreciable increase. An increase of production costs in the East is improbable and therefore the Report urges all engaged in the industry, from the buying of raw cotton to the sale of the finished article, to consider separately and jointly how costs can be reduced and so enable yarn and cloth to be placed on the market at competitive prices. The Report concludes by saying that there is no hope of Lancashire increasing her trade in the markets of the East unless radical changes are made.

Must be Competitive.

The Report of the Economic Mission, which visited the Far East simultaneously, is not yet published, but it is stated that it confirms and supports the Cotton Mission's recommendations. It expresses the opinion that no industry so dependent on exports as the British cotton industry can continue to exist unless fully competitive with other countries.—Reuter.

Revised figures of British Columbia's record 1930 canned salmon pack show a total of 2,221,819 cases, which represents an increase of 823,049 cases over the previous year, and a gain of 156,625 cases over the former record of 1926.

Price Before Quality.

The Mission, in its Report which has just been published, stresses the importance of Lancashire getting into closer touch with the China market and recommends the setting up of a special organisation for this purpose. After pointing out that Japan as a market is virtually closed, the Report says that China still needs to import a large quantity of piece goods, but that owing to the reduced purchasing power of the people, quality has become a secondary consideration and that if Lancashire is to secure recovery of the lost ground her prices must not exceed those of her principal competitor—Japan.

The First Essential.

The Report points out that Japan's advantage in cost at every stage of production is cumulative, the effect of which is considerable. It emphasises that the reduction of British costs is the first essential. In pointing out that the cost of merchandising and distribution also enters into the prices at which Lancashire goods can be sold, the Report declares that the present position as regards marketing is far from satisfactory.

Holding of Stocks.

The Mission investigated various suggestions designed to increase the sale of British piece goods, all centring around the formation of a Company in Britain to control the export and sale of Lancashire goods in China, either at the Treaty ports to importing houses, leaving the distribution to Chinese dealers as at present, or at Treaty ports direct to Chinese dealers, or by undertaking the whole of the sale and distribution through its own agents. Regarding this, the Report says: "We have come to the conclusion that it would be unwise for any such Company to embark on up-country trading in view of the prevailing unrest and possible opposition from existing dealers. We favour, however, the holding of stocks in China of bulk lines which is the trade in which Lancashire must recover, if she is to see a real improvement. But, it is quite impossible to visualise the holding of stocks in any considerable quantities while Lancashire's business is conducted through so large a number of merchants all competing one against another. We are satisfied that there will be no improvement without radical alteration in the

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TO LET—Ground Floor, No. 8a, Des Voeux Road Central, recently in the occupation of the Netherlands India Commercial Bank. Can be divided to suit tenants requirements. Apply to David Sassoon & Co., Ltd.

TO LET—To prospective visitors to England ideal accommodation in the West End of London. Centre of theatre land, etc. Good English fare. Moderate charges. 61, Clarendon Road, Holland Park, London, W.11, G. B. Colson.

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TUITION—Private Lessons given in Book-keeping, Shorthand, Typewriting, English, Music and French. Apply to G. Almari Villas, Kowloon.

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WESTOVER-STEVENSAGE Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principals. Individual care and attention. For particulars apply to:

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TWO
HOURS
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Transfigure
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BEAUTY PARLOUR.
31, Wing Lok Building,
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Entrance On Lan St.
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LADIES' AND GENTLEMEN'S
HAIR DRESSING SALOON.
Expert Barbers. Moderate Charges.

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WATCHMAKER, JEWELLER
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Sale and Repairing of Gold
and Silver Goods. Any kind
of Watches, Chronometers,
Chronographs, Repeaters,
Specometers, Typewriters
and anything in the line of
delicate mechanism. All
orders executed promptly at
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The most enjoyable miniature
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in the fresh air too!

There will be no more "What
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KING'S MINIATURE
GOLF COURSE.

On the roof in the fresh air
FREE TEA
for every player.

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Winter Suits
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QUALITY PRINTING
With Quick Service

THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BLDG. - SA WYNDHAM ST.

SPORT NOTICES

THE HONG KONG JOCKEY
CLUB.

THE THIRD EXTRA RACE
MEETING will be held (weather permitting) at Happy Valley
on SATURDAY, 18th April, 1931,
commencing at 1.30 p.m.

The first bell will be rung at
1 p.m.

MEMBERS' ENCLOSURE.
Members are notified that they
and their ladies must wear their
badges prominently displayed.

No one without a badge will be
admitted to the Members' Enclosure.
Badges admitting non-members
to the Members' Enclosure and Club Rooms at \$5 for
Gentlemen and \$3 for Ladies (both
including tax) are obtainable
through the Secretary upon introduc-
tion by a member, such member
to be responsible for payment of
all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain upon ap-
plication to the Secretary badges
(limited to ONE) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

On no pretext will children be
permitted in either Enclosure during
the Meeting.

PUBLIC ENCLOSURE.
The Price of admission to the
Public Enclosure is \$2 includ-
ing tax, for all persons includ-
ing ladies and is payable at the
Gate.

Soldiers and Sailors in uniform
are admitted half price.

Bookmakers, Tic Tac men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the Race
Meeting.

Tiffin will be obtainable in the
Restaurant in the Public Enclo-
sure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 11th April, 1931.

MISCELLANEOUS

YOUR VISITING CARDS neatly and
properly printed—"China" Mail
Office, No. 2A, Wyndham St. Tel-
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GENERAL NOTICES

WHIST DRIVE.

POLICE RECREATION CLUB
Happy Valley.

TO-NIGHT at 8.45.

Admission 50 cts.

**CHINA ENTERTAINMENT AND
LAND INVESTMENT COMPANY,
LIMITED.**

NOTICE.

ILIANG CHI-HAO, Managing
Director, pursuant to the
power vested in me under Article
6 of the Articles of Association of
this Company intend to offer to
the Shareholders on the register
on the 20th April, 1931, the
remaining 20,000 Ordinary Shares
of the nominal value of \$10.00
each issued by the Company at
par in proportion to the existing
shares held by them respectively
on that date.

Dated this 13th day of April,
1931.

LIANG CHI-HAO,
Managing Director.

OUR

LADIES' TAILORING

undertakes to execute orders
FOR MAKING DRESSES &
GOWNS on latest styles with-
in 16 hours.

LOVELY SILK STORE

No. 2, Stanley Street. Tel. 22100.

(Adjoining D'Aguilar Street)

ALEXANDER'S INSTITUT DE
BEAUTE

For the best Permanent Finger and
Marcel Waves. Hair Cutting and
Manicure for Ladies and
Gentlemen.

Pedder St., 1st floor. Room 4.

Tel. 23169. Opposite entrance H.K. Hotel.

April 18, 1931.

GENTLEMEN'S TAILORS.



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FOR PERFECTION IN
WINTER SUITS.

2nd fl., Rutton Bldg., 7, Duddell St.
(opp. Gospel Hall). Tel. 23056.

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DRESSER

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Superiority of
style, finer wool
and neater
tailoring will be
noted in our
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During the Whole Month
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ALL DRYCLEANING
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Expert Dry Cleaners
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DEPOTS:
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21, Jordan Road, Yau Ma Tei.

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British & Foreign Bible Society
and The Religious Tract Society.

21, Pottinger St. Tel. 21474.

28, Pottinger St. Tel. 21420

CANTON—116, Sun Kee Sal Rd.

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GOODS

AT

THE LIANG YOU CO.,

70, Queen's Road C.

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"WISDEN" BATS, BALLS,
STUMPS, LEG GUARDS, ETC.

Inspection Cordially Invited.

The Hong Kong Sporting Arms
& Ammunition Store.

Beaconsfield Arcade.

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CLEANING

THE LAUGHING LADY.

In less than a year's time, Ruth

Chatterton has risen to a place of

prominence in the film world al-
most as high as the pinnacle of

public favour upon which Clara

Bowes perches.

Miss Chatterton's fan mail, ac-
cording to the publisher of a fan

magazine, has increased to such a

volume in the past few months that

she is almost as close to the leader-

ship held by the flaming haired "It

Girl" from Brooklyn as anyone is

else in the movie world is.

Her first appearance was in sup-

port of Emil Jannings

THURSDAY, APRIL 16, 1931.

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai	For Singapore & Japan	For Italy
+* S.S. "PILSNA"			Apr. 19, 10 a.m.
M.V. "COL DI LANA"			May 10
+* S.S. "CRACOVIA"	May 5		May 17
S.S. "MONCALIERI"	May 4		June 3
* S.S. "GANGE"	May 27		June 17
S.S. "CARIGNANO"	June 1		July 5
+* S.S. "PILSNA"	June 30		July 12

Passenger Steamers with First, Second and Third Economic Classes.
† Outward voyage to Shanghai only.
Particular attention is called to the s.s. Gange which will make the voyage Hong Kong/Italy in 24 days and Hong Kong/London in 26 days.
For Freight and Passages apply to:- Queen's Building, DODWELL & CO., LTD., Agents. Tel. 28021.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 29th April.
CHICHIBU MARU	
TATSUTA MARU	Wednesday, 13th May.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 21st April.
HEIAN MARU	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKOZAKI MARU	Saturday, 18th April.
TERUKUNI MARU	Saturday, 2nd May.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Saturday, 25th April.
KITANO MARU	Saturday, 23rd May.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 27th April.
† TOTTORI MARU	Thursday, 30th April.
† YAMAGATA MARU	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Wednesday, 22nd April.
NEW YORK, BOSTON via Panama.	
TSUYAMA MARU	Saturday, 2nd May.
LIVERPOOL via Port Said, Istanbul (Constantinople), Genoa.	Friday, 15th May.
TOYOKA MARU	
CALCUTTA via Singapore, Penang & Rangoon.	
† MURORAN MARU	Thursday, 16th April.
AKITA MARU	Wednesday, 29th April.
SUANGHAI, KOBE & YOKOHAMA.	
HARUNA MARU	Friday, 17th April.
† TSUSHIMA MARU	Monday, 20th April.
† CALCUTTA MARU (Moi direct)	Monday, 20th April.

† Cargo only.

For further information apply to:- NIPPON YUSEN KAISHA.

Telephone 30201. Private exchange to all departments.

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, & ANTWERP via Singapore, Colombo, Suez & Port Said.	Tues., 26th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Durban & Capetown.	Mon., 27th Apr.
BOMBAY via Singapore, Port Swettenham & Colombo.	Thurs., 16th Apr.
DURBAN, LOURENCO MARQUES, BEIRA, DARES SALAAM, ZANZIBAR & KOMBAKA via Singapore & Colombo.	Sun., 19th Apr.
MELBOURNE via Manila, Brisbane & Sydney.	Tues., 5th May
CALCUTTA via Singapore, Belawan Deli & Rangoon, VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Wed., 6th May
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Sat., 18th Apr.
JAPAN PORTS (Freight Service).	Wed., 22nd Apr.
HAIPHONG via Hohow & Pakhoi (Forthnightly).	Thurs., 16th Apr.
KEELUNG via Swatow & Amoy (3 pm every Sunday).	Sun., 19th Apr.
TAKAO via Swatow & Amoy (Forthnightly).	Sun., 26th Apr.

For further particulars

please apply to:- OSAKA SHOSEN KAISHA.

Telephone 23061.

HONG KONG BENEVOLENT SOCIETY.

JUMBLE SALE

MAY 5th, 2 P.M.

CITY HALL.

CLOTHING & HOUSEHOLD GOODS gratefully accepted at CITY HALL any MONDAY OR THURSDAY, between 10.30 and 11.30.



FELIX ROUSSEL.

NEW FRENCH MAIL SHIP.

SHIP'S CARGO RUINED.

5,000 Cases of Tinned Fruit Condemned.

SHIPPING SHARES.

FALL IN DIVIDENDS OF BRITISH COMPANIES.

The Societe des Services Contractuels des Messageries Maritimes have just placed on their China-Japan Mail Line their new m.v. Felix Roussel.

The Felix Roussel which was built at the Saint-Nazaire yard of the Ateliers et Chantiers de la Loire is the third motor vessel built by the Messageries Maritimes; a further addition, the Georges Philippar which at the special request of the Company's staff was given the name of the present Chairman of the Company, and is also intended for the Messageries Maritimes China-Japan Line, was launched at St. Nazaire on November 6, and is at present in course of completion, whilst still another, the Aramis, also intended for the M.M. China-Japan Line, is at present being built at La Seyne.

Further motor vessels already built for the M.M.'s various other lines or in the course of completion include the m.v. Theophile Gauthier (Mediterranean Line), Eridan (Australian Line), Jean Laborde now in course of completion at La Giotat and Marechal Joffre at present being built at La Giotat both intended for the M.M. Madagascar and Indian Ocean Line.

Upon completion of these various vessels the Messageries will have, accordingly, seven motor vessels in service.

In continuation of a tradition which included already the names of such former Chairmen of the Messageries Maritimes as Ernest Simons, Armand Echic, Andre Lebon, the new m.v. has been named after the late Chairman of the Company, M. Felix Roussel, who died on September 6, 1925.

The Felix Roussel, which was built under the special survey of the Bureau Veritas, has a straight stem and cruiser stern and two square funnels which give to the ship a novel and special appearance. The vessel is 556 feet long over all, 68 feet in beam, 46.6 feet in depth to the upper deck with a draught of 27.8 feet, a corresponding displacement of 20,945 tons and a deadweight capacity of 10,200 tons. Her hull is divided into 9 watertight compartments by 8 watertight bulkheads fitted with four hydraulically operated Stone-doors. She carries 24 life boats including 2 motor life boats fitted with wireless. She has three continuous decks and four partial decks.

The Felix Roussel is fitted with an electric windlass, four electric capstans, a Brown Bros steering apparatus and a Brown Bros Gyroscopic compass. The lifting apparatus includes one 25 tons derrick at the mizzen mast, one 10 tons derrick at the main mast, 10 electric winches of 3 t capacity each, 6 derricks of 5 t capacity.

The propelling machinery of the Felix Roussel comprises two two-stroke Diesel Sulzer internal combustion engines, developing each 5,500 b.h.p. at 110 revolutions per minute; two refrigerating water-motor pumps; two lubricating oil motor pumps; two 325 kw generating groups, including each one type 6 DH 38, 525 HP four stroke Diesel Sulzer Motor, coupled to a 220 volt DC Dynamo, one auxiliary compressor with semi-Diesel motor; one lubricating oil heater; 2 boilers.

In addition to a 2 kw C.G.R. damped waves wireless plant, m.v. Felix Roussel carries a radiogoniometer and an automatic wireless apparatus as well as a shortwave wireless plant.

Two sets of refrigerating machinery are installed on the Felix Roussel sufficient to meet the requirements when working 15 hours out of 24. The total volume of refrigerating space in the ship is 16,000 cubic feet.

Passenger accommodation on the m.v. Felix Roussel embodies two innovations, one of which is the provision of outside verandas to a number of the cabins and the other is a swimming pool. Accommodation is provided for 196 do-lux and first class passengers, 118 second-class passengers and 90 third class passengers.

Ionic Star is reminded to take delivery of their goods which will be subject to rent after April 19.

Steamer Movements.

Consignees of cargo ex s.s. Benglo are reminded to take delivery of their goods which will be subject to rent after April 17.

Consignees of cargo per s.s.

Ionic Star are reminded to take delivery of their goods which will be subject to rent after April 19.

Superscribed correspondence only.

Strict supervision of ships and cargoes that come into Manchester is kept by the Port Sanitary Authority, whose caution resulted in the condemnation at a meeting of a consignment of tinned fruit weighing over four tons.

The consignment of 5,000 cases had been stowed near the ship's boilers, and during rough weather in the Atlantic the ventilators had to be closed and the hatches were battened down.

The heat was so intense that some of the tin corroded and contaminated the fruit.

The port's medical officer, Dr. W. F. Dearden,

thought there must have been a temperature of more than 140 degrees to do this.

It could not be ascertained by inspection whether all the consignment had suffered in the same way, as it would have meant the opening of each tin, so the authority decided that steps should be taken for the destruction of the lot.

ARRIVALS OF SHIPS.

Tuesday, April 14.

Sungshan Maru, Japanese str., 1,603 tons, Capt. S. Kojima, from Canton, buoy No. B17—N.Y.K.

Wednesday, April 15.

Chaksong, British str., 1,470 tons, Capt. J. McAnish, from Swatow, West Point Wharf.—J. M. & Co.

City of Khiao, British str., 3,551 tons, Capt. W. Jones, from Shanghai, buoy No. A7.—Bank Line.

Daviken, Norwegian str., 1,778 tons, Capt. T. Berntsen, from Hohow, buoy No. B8.—Kwong Nam & Co.

Haiching, British str., 1,283 tons, Capt. Walker, from Swatow, Douglas Wharf.—Douglas a.s. Co.

Halvard, British str., 1,217 tons, Capt. A. Hall, from Saigon, buoy No. B16.—Wo Fat Sling.

Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydra II, Norwegian str., 823 tons, Capt. L. Raed, from Bangkok, buoy No. 2.—Thorssen & Co.

Hydrangen, British str., 561 tons, Capt. P. W. Grigerson, from Swatow, Chiu On Wharf.—Chiu On ss. Co.

Ida Maru, Japanese str., 2,759 tons, Capt. T. Horie, from Singapore, buoy No. A10.—M.B.K.

Japora, Dutch str., 2,361 tons, Capt. K. Swart, from Canton, Yau-mati Anchorage.—J.C.J.L.

Katsura Maru, Japanese str., 3,528 tons, Capt. Yamamoto, from Saas, Yau-mati Anchorage.—M.S.K.

Muroran Maru, Japanese str., 3,251 tons, Capt. R. Agawa, from Japan, Kowloon Wharf.—N.Y.K.

New Mathilde, British str., 842 tons, Capt. D. Thomas, from Canton, buoy No. B18.—Yick Tai & Co.

Royal Arrow, American str., 4,800 tons, Capt. Paul B. Muller, from Los Angeles, Leichikok Anchorage.—Standard Oil Co.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—South wall.

Cumberland—No. 5 buoy.

Hermes—West wall.

Medway—North arm.

Osiris—East wall.

Oswald—East wall.

Sandwich—In dock.

Somme—No. 7 buoy.

Sterling—No. 7 buoy.

Foreign Men-of-War.

Barker—American gunboat.

Borde—American gunboat.

Helena—American gunboat.

Tracy—American gunboat.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Benglo are reminded to take delivery of their goods which will be subject to rent after April 17.

Ionic Star is reminded to take delivery of their goods which will be subject to rent after April 19.

Steamer Movements.

Consignees of cargo ex s.s.

Ionic Star will be subject to rent after April 19.

Ionic Star is reminded to take delivery of their goods which will be subject to rent after April 19.

Ionic Star is reminded to take delivery of their goods which will be subject to rent after April 19.

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Ionic Star is reminded to take delivery

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE; LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination
RAJPUTANA	16,568	1931. 25th Apr. Noon	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	5th May	Straits, Colombo & Bombay.
KALYAN	9,114	9th May	Mars., L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Marseilles, Mars., London.
BURDWAN	—	30th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,935	6th June	Mars., L'don, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
KASHGAR	9,095	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	16,019	18th July	Bombay, Marseilles & London.
PERIM	7,648	25th July	M'seilles, London.
KHYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp.
SOMALI	—	8th Aug.	M'seilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	15th Aug.	M'seilles, Mars., London.
KARMALA	9,128	29th Aug.	Marseilles, Mars., London.
CATHAY	16,121	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	—	19th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

*Cargo only. † Calls. Cablancea. ‡ Calls. Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Kedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1931.	
TALMA	10,000	18th Apr. 3 p.m.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	19th May	Singapore, Penang & Calcutta.
TILAWA	10,000	27th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1931.	
NELLORE	6,653	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	6,556	30th May	& Melbourne.
ST. ALBANS	4,504	1st July	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1931.	
BURDWAN	—	1st Apr. 6 a.m.	Shanghai, Kobe & Yokohama.
BIRDHANA	—	24th Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
*ALIPORE	8,273	23rd Apr.	Moji & Kobe.
LILAWA	10,000	8th May	Amoy, Moji, Kobe & Osaka.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,555	8th May	Shanghai, Moji, Kobe & Y'hama.
RANPURA	10,601	22nd May	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,764	22nd May	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe & Y'hama.
PERIM	7,643	10th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	10,619	10th June	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	—	27th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,653	5th July	Shanghai, Moji, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	21st July	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,058	1st Aug.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO., Agents.

P. & O. Building, Connaught Rd. C, Hong Kong.

Agents.

Estimates furnished on application.

Hong Kong, April 1, 1931.

THE KWONG HIP LUNG CO. LTD.

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Hong Kong, April 1, 1931.

Y.M.C.A. DRAMA.

PERFORMANCE IN ST. ANDREW'S HALL.

THREE SHORT PLAYS.

Three one-act plays, "The Twelve Pound Look" by Sir James Barrie, "In Port" a drama adapted to the stage by Norman McKinlay, and "The Stepmother" by Arnold Bennett, were presented by the Y.M.C.A. Amateur Dramatic Players in the St. Andrew's Church Hall last night.

The first play was a farce, and told of the knighthood to be conferred on Harry Sims (played by N. V. Halward) who doted on success. His wife (Margaret Birt) engages a typist (Kathleen P. Curtin) to reply to congratulatory letters, and Sims discovers that she was his first wife. The players acted with understanding, and were warmly applauded.

"In Port" told of the visit of an escaped convict (enacted by S. M. West) to the house of Mr. Justice Atherley (taken by W. Robertson) who convicted him ten years ago. The play was very clever with a most humorous climax. J. J. Ferguson as Fletcher was the ideal butler.

"The Stepmother" was also a farce, and acting honours go to Wendy Orme, who took the role of Christine Feversham, secretary to Mrs. Prout (enacted by Margaret Birt), a popular novelist and a widow. G. F. Reed as the doctor (Thomas Gardner) gave good support.

The three plays were produced by Mr. W. Robertson.

A collection was taken in aid of the St. Andrew's Church Fund.

AMBULANCE CORPS.

CONCERT BY ST. JOSEPH'S DIVISION.

The St. Joseph's College Division of the St. John Ambulance Brigade held a concert and dance in the Hotel Cecil last night and, judging by the attendance, they should be well satisfied with the success of the function, both from a social and financial point.

The dance music was provided by the Shadowland Orchestra, and interludes in the dance programme were provided by Mr. J. Levinton, who entertained the assembly with some very fine piano solos.

A speciality dance by Miss Lo Pu-lan was also much appreciated.

The Committee responsible for the arrangements are to be congratulated on the enjoyable evening they provided for their guests.

THEFT OF LETTER.

HUNGARIAN SENT TO PRISON.

"I have heard the whole case and I have heard all the witnesses and I am thoroughly satisfied that you are the person who received the cheque and cashed it." With these words, Mr. E. H. Williams at the Central Magistracy yesterday convicted an Hungarian, Harry Simon, of larceny of a letter which was addressed to Mr. A. W. Summers, of L. E. Gale Company.

Defendant had pleaded guilty to (1) possession of an automatic pistol, a magazine and seven rounds of ammunition without a permit and (2) unlawful possession of an American pilot's identification card.

His Worship passed sentence of three months' hard labour on the first charge, imposed a fine of \$250 or in default six weeks' hard labour on the second charge, and one month's imprisonment on the third count, the sentences to run consecutively.

Gauged by the record of its four basic industries of lumbering, agriculture, mining and fishing, British Columbia has come through an extremely difficult year very well. It is estimated that the four basic industries returned something like \$226,000,000, which is only slightly less than the previous year's figure of \$248,000,000.

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CHANGTE — May 16 — May 26 — May 35 — June 21 — July 5 — Aug. 9.

TAIPING — May 17 — May 27 — May 36 — June 22 — July 6 — Aug. 10.

CHANGTE — May 18 — May 28 — May 37 — June 23 — July 7 — Aug. 11.

TAIPING — May 19 — May 29 — May 38 — June 24 — July 8 — Aug. 12.

CHANGTE — May 20 — May 30 — May 39 — June 25 — July 9 — Aug. 13.

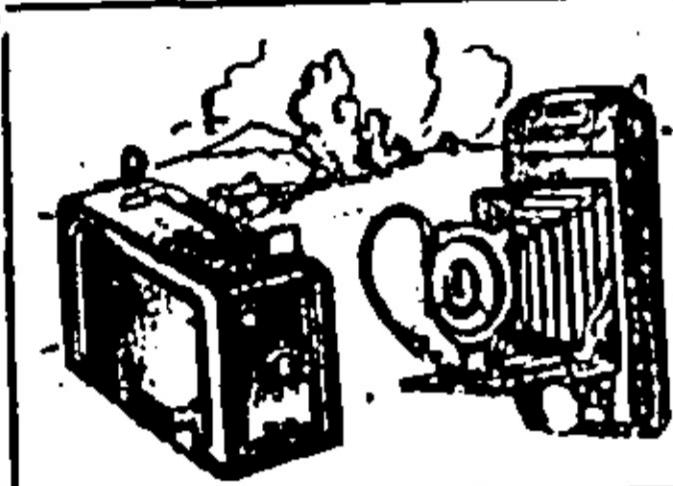
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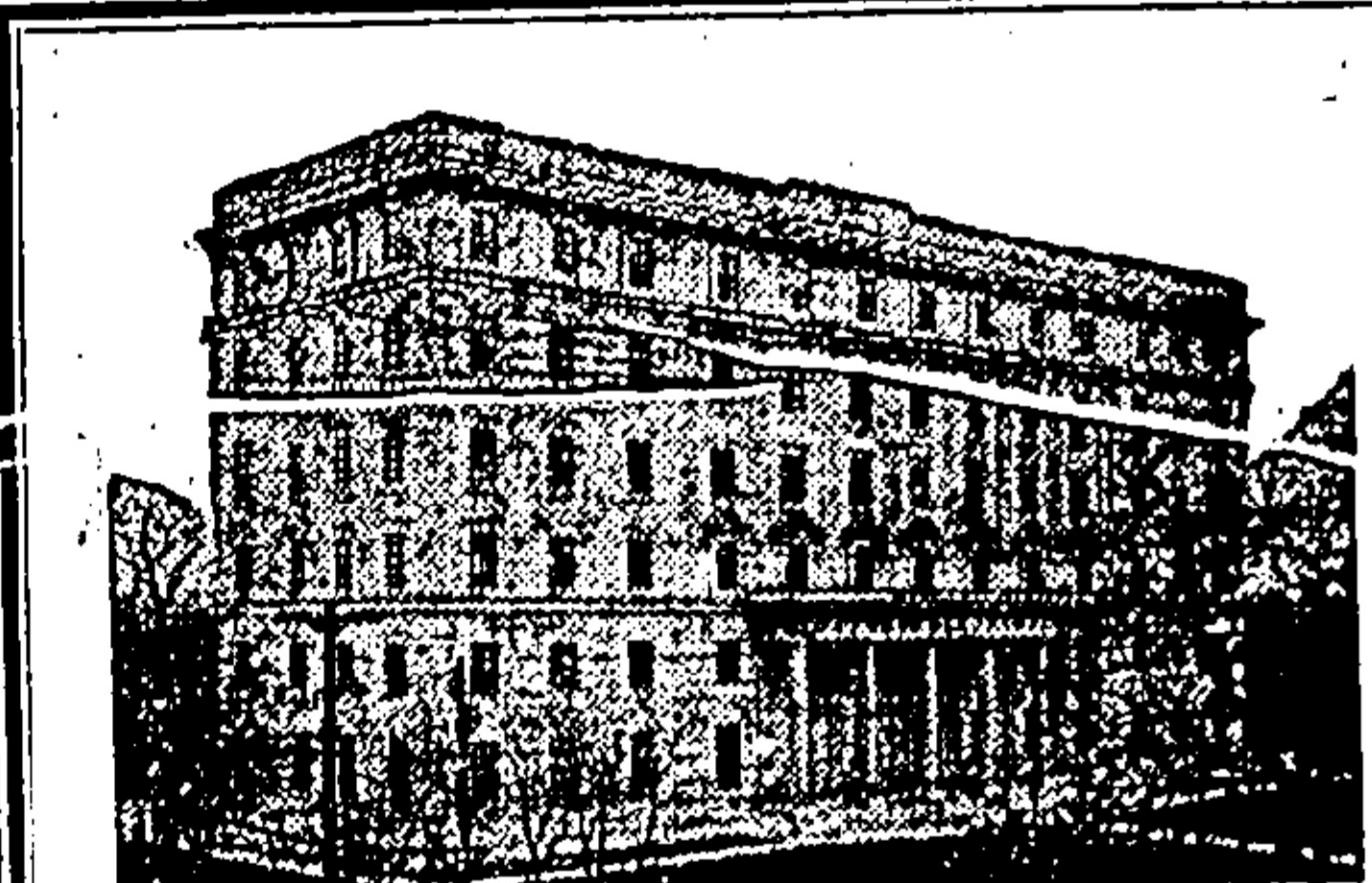
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Hong Kong, Thursday, April 16, 1931.

EXECUTED.

The nineteenth century French wit who once declared that the continent of Africa extended to the Pyrenees voiced a sentiment that the civilised peoples of Northern Europe have felt for a long time. Madrid and Barcelona can show you fine buildings and well-planned avenues, and can produce writers, artists, and musicians whose genius is undoubted; but few cities in the Western Hemisphere can show greater instability, political stupidity, and lack of purpose than the people of Spain, both official and civilian. In many respects the black kingdom of Abyssinia is better conducted than is Spain, and the subjects of the former certainly have a more real sense of loyalty—not to an individual or a number of individuals—but to the welfare of their country. Now that King Alfonso has abdicated, and once more in the history of his dynasty the land is in the hands

—one might almost say at the mercy—of Republicans, it is easier to speak plainly about this extraordinary people, who seem never satisfied unless they are in a state of ferment, to produce which it takes the most trifling incident.

The Latin temperament, which can usually be relied upon to precipitate a rebellion, even if it be only the mutiny of a garrison, has proved itself in Spain to be at its most unstable pitch. Hence we find that wherever the Spanish peoples have colonised, it is not long before their newly acquired territory becomes a do-

main of unrest and disturbance. A more graphic example of this peculiarity could not be found than in the chaotic conditions which perpetually prevail in the Southern American Republics, where no President has been known to last for more years than one can count on one's hand. This characteristic has led the rest of the world to regard South America as a comic-opera land where nothing is so common as a deposition. The wonder is that any progress can possibly be made, and that the finances of the various Republics are not in a constant state of jeopardy. That they are not, it must be assumed, is largely due to their enormous natural resources, and perhaps to the optimistic efforts of stable countries, such as Great Britain, to develop them in the face of aggravating obstacles.

The fate of Spain, now that she has renounced her Royal dictatorship, may be expected closely to resemble that of her former Colonies in South America, for she has revealed on former occasions the inability of her plebian politicians to achieve unity, to control internal complications, and to secure an even temporary condition of peace. It is not difficult to foresee that within a very short period she will once more be rent asunder with political upheavals, for there is a considerable and by no means inconsequential faction in Spain, which, if not essentially monarchist, is at least radically hostile to the grosser forms of republicanism which at the moment holds the reins of power.

There is little likelihood that King Alfonso will be invited to resume his position on the throne, in spite of his fatalistic assertion to the contrary. Whilst it is true that the ferment against any form of monarchy in Spain has grown to fever heat in the last fifteen years, the character of the people is such that it would not be astonishing to find a ruler of some description once more installed at the regal palace, but it is more than doubtful whether it would be Alfonso.

In spite of his patriotic sentiments, expressed, it must be remembered, during a time of emotional stress, and when he must have been deeply conscious that his words would pass into history as an example of kingly dignity, it cannot be felt by impartial thinkers that King Alfonso has been either a wise or a strong monarch, and, to be successful in the governance of the Spanish peoples, these are the

very attributes that a king should possess. He has allowed the destinies of his country to fall into the grasp of political adventurers ambitious, not for their country, but for themselves, and has demonstrated his unfortunate disposition to betray those whom he should have held in trust. Of his personal loyalty to Spain there can be no doubt, and if only it had animated in him the desire to serve a single purpose instead of to vacillate according to the moods of so-called popular leaders, the present crisis might never have arisen. The King was fated to rule through a trying and perhaps unprecedented period of history, and, if he has not accepted his responsibilities with strength and determination, it can be said of him that he has at least withdrawn with a gesture of nobility which should be the badge of distinction of every monarch.

News in Brief.

The a.s. Empress of Canada will leave for Manila at 5 p.m. on Saturday.

Injured by falling earth whilst engaged in excavation work at Lai-chikok, Poon Ma (20), was taken to the Kwong Wah Hospital, suffering from injuries to his head.

A student, Lai Chee-foo (20) residing at 148, Connaught Road Central, was removed to the Government Civil Hospital in a serious condition after he had taken some opium poisoning.

The forthcoming marriage is announced of Samuel Henry Peplow, land bailiff, of the District Office, South, and residing at 6, Granville Road, Kowloon, to Ada Pearl Norton of the same address.

Nearly 200 people were present in the Peninsula Hotel last night when the Kowloon Football Club held their annual dinner dance. The success of the evening surpassed all expectations, and a very enjoyable time was spent.

A Chinese wedding was solemnised yesterday afternoon in the Union Church, Kennedy Road, between Mr. Kwok Yiu, son of Mr. Kwok Gon-hin, of the Wing On Company, and Miss Pearl Lock Lee Quan, daughter of Mr. and Mrs. Quan Cheuk-huan.

The master of the a.s. Nellore reported at the Harbour Office yesterday that an uncharted shoal, carrying less than five fathoms, has formed in latitude 10 deg. 24' 15" south and longitude 151 deg. 11' 45" east. A notice to mariners has accordingly been posted up by the Harbour Master.

We have received from the local offices of the American Express Inc., an attractive brochure giving details of the Olympic Games of 1932, to be held in Los Angeles, the famous Californian City, together with particulars of a specimen tour of Los Angeles and environs.

A humorous paragraph is contained in the Police reports this morning. Cheung Cheung-kan (23), described as a bantam residing at 6, Main Street, was removed to the Government Civil Hospital for observation, as he is believed to be insane. The report adds that a shop-keeper found Cheung swimming in Shaukiwan Harbour, chasing two ducks around.

"This is a case of grossest cruelty" said Mr. E. W. Hamilton at the Kowloon Police Court this morning, when he convicted five Chinese with cruelty to pigs by packing them in a small space and transporting them to Yau Ma Tei railway Station on April 11. The first two defendants were fined \$25 each, with the option of one month's imprisonment, while the other three were fined \$5 each.

When 16 Chinese men were charged before Mr. W. Schofield in the Central Magistracy this morning with playing pai kau at 32 Shaukiwan Road, Det-Serjt. Lamont stated that there had been a lot of complaints regarding the house, and, in fact, a letter had been sent to the I.G.P. The Magistrate imposed a fine of \$3 on each, and made an order for \$14, which was picked up, to be paid into the Poor Box.

Enrolment in the Saskatchewan Government's correspondence school has now passed the 5,000 mark, according to information received from the office of Premier J. T. M. Anderson, Minister of Education. Applications are still coming in, one day, and up to the present the department has been able to handle all applications.

CLOUD OF STRANGE POISON GAS.

Again Passes Over Liege District.

MYSTERIOUS EMANATION.

Brussels, Yesterday. The cloud of strange poison gas which caused a number of deaths in the Liege district a few months ago, revisited Tilleur, near Liege, to-day. Many inhabitants had to be medically assisted.

The emanation of the gas extended for a distance of about 16 miles. —Reuter.

WAR DEBT REDUCED.

BRITAIN'S GENEROUS ACT TO AUSTRALIA.

FRIENDLY SPIRIT.

London, Yesterday. In response to a request of the Commonwealth Government, in view of the Commonwealth's financial difficulties, His Majesty's Government has agreed that the payments of the Commonwealth to Great Britain under the War Debt Funding Agreement of 1921, amounting to £5,500,000 yearly, may be reduced by over £1,600,000 yearly during each two next financial years, beginning in September 30 next. The period of the repayment of the principal debt will be extended by two years, as announced by Mr. J. H. Thomas in the House of Commons this evening. He added that the Commonwealth Government had expressed appreciation of the friendly spirit in which the offer was accepted.—Reuter.

NEWS IN BRIEF.

The a.s. Empress of Canada will leave for Manila at 5 p.m. on Saturday.

Injured by falling earth whilst engaged in excavation work at Lai-chikok, Poon Ma (20), was taken to the Kwong Wah Hospital, suffering from injuries to his head.

A student, Lai Chee-foo (20) residing at 148, Connaught Road Central, was removed to the Government Civil Hospital in a serious condition after he had taken some opium poisoning.

LABOUR TROUBLES.

FRESH INDUSTRIES IN NORWAY AFFECTED.

Oslo, Yesterday. The labour troubles are rapidly paralysing fresh industries, and a new lock-out has been enforced, involving tobacco factories, breweries, and chemical works, in addition to the previous iron, steel, engineering, textiles, and building trade lock-outs.—Reuter.

STOP PRESS

Marseilles, Yesterday.

For the second time in two days everyone is asking "Where is Alfonso?" French and Spanish wireless stations have been fruitlessly trying to get in touch with the cruiser since his departure for Cartagena. The fact that the vessel has not arrived there as was expected provokes speculation as to the King's destination.

Madrid, Yesterday.

The "wanted" ex-Premier, Berenguer, has arrived in Portugal. The Government is early devoting its attention to delving its predecessors' "misdeeds" and is resolved to reopen the enquiry into the causes of the fall of Melilla a decade ago, and the conduct of everyone in connection with the first dictatorship.

Renewed rioting has broken out in Barcelona, where three persons were shot dead.—Reuter.

EXTRALITY ISSUE.

Lance-Sergeant Clarke, of the Water Police, this morning charged the master of a junk before the Hon. Comdr. G. F. Hole, R.N. (retired), with taking his craft outside the harbour limits without a permit.

The defendant said that he had no intention of leaving port and was merely making for Shektsingtau from Yau Ma Tei. He was jacking as the wind was from the south.

His Worship said that he was out in the harbour yesterday afternoon and, judging from the tide and wind then prevailing, the defendant did not have to take that course to reach West Point. He imposed a fine of \$10 or one week's hard labour in default.

COOK'S THEFT.

Chan Ham-tin, a cook employed at the Naval Wireless, Meas, Stonecutters Island, was in the Central Police Court this morning, before Mr. Walter Schofield charged with the larceny of a saucepan and a quantity of crockery, the property of his employers.

Mr. Horace Lo, appearing for the defendant, tendered a plea of guilty, and appealed for leniency.

An Inspector of the Naval Yard Police informed the Magistrate that the crockery was stolen from time to time in little quantities. The total value was about \$24.

His Worship (to Mr. Lo): "I have decided to give your client the option of a fine, \$75 or six weeks' hard labour."

To-day's dollar is worth 2/6-1/2.

The work of removing the debris of the two Old Bailey houses which collapsed early on Wednesday morning was continued the whole of last night. Soon after 11 o'clock the body of a young woman was removed from house No. 9, and at 4 a.m. the remains of Mr. Leo Ngok Lau's grandson, a boy of ten, were dug up. About 9 o'clock the badly

DANCER SENT TO DEVIL'S ISLAND.

End of a Feud Started in Britain.

"TERROR OF SOHO."

Juan Antonio Castaner, who has been sentenced to eight years' imprisonment on Devil's Island, moved as a sinister figure in the underworld of London for ten years before the "clean-up" of Lord Byng, Commissioner of Police, entailed his deportation in 1929.

He was found guilty of the murder of another notorious leader of London and Paris' underworld life—Casimir Micheletti, "the Terror of Soho."

Castaner was known to the police as a "bad man," without a redeeming quality. He lived on women and on blackmail, but he was so cunning in his illicit money making that the detectives of Vine Street and Tottenham Court Road could never get sufficient evidence to justify a serious charge.

He was a perfect dancer, and for a time ran a dancing school in Regent Street. There were strong suspicions about that school and some of the women who passed through it—but never more than suspicions.

At that time Castaner undoubtedly obtained money by threats from a number of middle-aged and wealthy London women whom he met as a professional dancing partner. He frequented hotels and some of the more notorious night clubs.

His Favourite Weapon. His chief associate and friend in London was Casimir Micheletti, for whose murder he had been sentenced in Paris.

Micheletti, with Castaner as an assistant, organised a "traffic" that is the only word—for bringing undesirable foreign women to London. He also arranged marriages of convenience between some of these women and Britons, so that the women became naturalised and could not be sent back to their own country.

"The Terror of Soho" was a nickname well earned by Micheletti, for he was a slasher and used a knife as his favourite weapon.

There are several men in London to-day who carry the marks of Micheletti on their faces. He was suspected of at least two murders, but they could not be brought home to him, and the only offence he was charged with before a British court was a breach of the aliens' regulations.

Castaner and Micheletti quarrelled over a girl and the division of money she had obtained. There was a desperate fight between them and their two factions in a London club. Castaner was beaten up and wounded.

He swore a vendetta from that moment.

Both men were deported in 1929. They met again in Paris, and a tr

H.K. & SHANGHAI HOTEL.

(Continued from page 1.)

Buses Popular.

You will be pleased to learn, in connection with the bus services operated by the Company, that the services on all routes operated have experienced considerable increased popularity during the year, and an increase in revenue of approximately 17 per cent. over last year's figures has resulted from the augmented patronage.

As you will readily understand, the factor of adverse exchange has had also a very detrimental effect upon the costs of operation of our bus routes, nevertheless, the satisfactory increase in revenue I have just mentioned has offset in a measure the low exchange disadvantages, with the result that the profits produced by the Bus Department last year are practically the same as for the previous year.

Efficient Vehicles.

The vehicles comprising our bus fleet have been maintained in a high state of efficiency, and the relative costs included in revenue expenditure. No bus has been allotted an acrion in book value, although extensive overhauls have been carried out to many vehicles, in some cases the motor bus bodies having been entirely rebuilt. All this type of expenditure has been charged to working before computation of the profits to which I have just referred. I feel that to have achieved such result, under the conditions prevailing, reflects considerable credit upon our garage department management.

Diesel-Engined Buses.

The possibilities attaching to the utilisation of Diesel type oil engines are receiving our serious attention. If the result of experiments now in progress leads to the adoption of this type of engine, a very large saving in fuel costs should result, and expenditure on lubricating oils and general maintenance be appreciably less. We are in close touch and co-operation with our Home suppliers of vehicles on the matter and all possible avenues offering more economical working will be exploited.

You will doubtless be interested to learn that the bus mileage figures for 1930 are 1,371,532 miles as compared with 1,199,103 miles in 1929, an increase of 172,430 miles, and whereas the number of passengers carried over all routes during 1929



"You promised to reform after eating your mother-in-law."

"I have reformed. I only ate a very distant relative this time!" — Hummel, Hamburg.

approximated 5½ millions, for 1930 the number of passengers carried falls just short of 7 millions.

Exchange's Effects.

With regard to the matter of the appropriation recommended by the Board for the year under review, I feel it is advisable that I should remind shareholders of the adverse cross rate of exchange between Hong Kong and Shanghai which prevailed during the year.

The exchange position rendered difficult the transfer of funds standing to the credit of the Company in Shanghai—a large portion of which represented the proceeds of sale of the Majestic Hotel property—to effect reduction of its indebtedness in Hong Kong, without entailing a serious loss in exchange. Furthermore, the prevailing state of the money market in the Northern port precluded the employment of the Company's surplus funds there to advantage.

Due to these factors the Profit and Loss Account for the past financial year has to bear a heavier charge for bank interest than would have been the case had more favourable exchange rates ruled. Since the end of the last financial year, however, it has been possible to take advantage of a temporary favourable trend in exchange and transfer approximately 21 lacs (out of 36 lacs) of dollars from Shanghai to Hong Kong in reduction of our indebtedness to the Bank in Hong Kong. The current year's working should therefore benefit materially from a saving in interest consequential upon the transfer mentioned.

New Share Issue.

A further reduction in our interest charge is also foreshadowed in view of your Board having decided to issue the balance of the shares constituting the Company's unissued capital. The issue of this new capital should make available, from July, 1931, a further 20 lacs in reduction of our indebtedness, and the Company's financial posi-

tion should undoubtedly then assume an extremely favourable aspect.

I think it well to mention here that, normally, the nature of the Company's business involves multitudinous small cash transactions daily, and the collective compounded benefits of these react most favourably so soon as our floating debt descends to the level of the figure approximated today. Whilst on this subject I should like to point out that for the six years 1925 to 1930, a period of extreme business depression, your Company has carried a mortgage debt averaging steadily over \$7,000,000 and has met in interest thereon during that period \$3,000,000.

Abnormal Factors.

During the years of which I have referred, abnormal factors have arisen tending to increase seriously our trading difficulties, and render the times very "lean" ones. In the case of the year under review the unprecedented depression of the local currency has largely contributed to the comparatively poor results shown, for although the situation has forced us to increase tariffs from time to time, nevertheless, it has not been deemed politic to pass on to patrons the full increase in prices on the ratio warranted by our increased production costs.

"On the Right Side."

In spite of the adverse times encountered, however, your Board have fortunately been able to present to you regularly, during the period in question, Profit and Loss Accounts showing balances on the right side, and you will recall that in respect of several of those past years your Board did not recommend the declaration of a dividend out of the profits displayed, due to the constricted liquid resources then available, and to the fact that projects involving heavy capital expenditure were then uncompleted.

To-day the situation is altered, and much more favourable, and having regard to the improved position vis-a-vis our mortgage indebtedness previously mentioned, and the further considerable improvement resultant from the very good business experienced at our establishments during the first quarter of this year, your Directors feel that they are in no sense acting imprudently in providing out of Depreciation Reserve—a reserve built up from appropriations from past profits—part of the depreciation written off the Company's fixed assets during the year, thus enabling the dividend to be maintained.

MR. J. E. JOSEPH.

Mr. J. E. Joseph in seconding the motion, said:—

I feel confident that you will support me when I say that we have all just listened with no little satisfaction and interest to the gratifying results of the past year's working so satisfactorily and clearly reviewed and explained from the Chair.

Although the total profits this year show a decrease of \$60,000 as compared with the preceding one, the result on the whole, as our Chairman has pointed out, must not be regarded as unsatisfactory. For this result was obtained in spite of the very serious and continued heavy depreciation in exchange during the major portion of the year under review, with all its consequential adverse effects on the operating costs of every department of our various establishments, apart from the necessary replacement to plant and machinery, as well as the general equipment of the hotel.

While on the other hand it must be gratifying to learn that an appreciable increase in patronage over that enjoyed last year, was noticeable. Coupled with this fact, it must also be satisfactory to know that returns from the Northern port, during the first quarter of the current year, record further improved business over the corresponding period last year.

Gratifying Decrease.

Bank interest, too, I feel sure we are all particularly pleased to note, is reduced by \$109,415, due to the substantial decrease of the Company's indebtedness, made possible by the receipt of funds representing the purchase price of the Majestic Hotel property.

Under the existing conditions I certainly approve of the increase of working capital by a new issue, as proposed, and if I may also say so, I am surprised that more such calls, by the Boards of other local companies, taking advantage of the present abnormal money market conditions prevailing here, which after all is really in the interests of shareholders, has not been more in evidence already.

For depreciation, too, liberal allowance has been made, though it was necessary and considered expedient to withdraw the sum of \$200,000 from the "Depreciation Reserve" in order to provide for the standard set in past years in respect of the Company's various classes of assets.

Hopeful For Peking.

All other items appearing in the Balance Sheet before us are very clearly set forth and so call for no further explanation. I venture to express the hope, however, that the

improvement in the position of our investment in Peking, as a result of being relieved of all debt, and aided by a greater volume of business now experienced at the hotel there, will cause an early termination of the long period of non-productiveness of this investment.

It is interesting to learn, in connection with the bus service operated by the Company, that the services on all routes have experienced considerable increased popularity during the year, and an increase in revenue of approximately 17 per cent. over last year's figures has resulted from the augmented patronage.

Currency Reform Needed.

While on the subject of exchange, which in this part of the world, is a factor, overshadowing all else in importance in the calculations of the business man, in all his transactions, especially in these difficult times, I feel sure that I am merely voicing the wishes and views of all business men that a currency of more stability and intrinsic value, and also less addicted to such violent fluctuations by the mere operations or whims of irresponsible speculators outside the Colony's operative influence, should be made available for the needs and requirements of all in the interests of trade and commerce of this important Colony.

But the many difficulties in the way are not to be overlooked, and the lifelong gratitude and thanks of all who have the Colony's welfare and interest at heart would be fully earned by the Commission of experts now studying this perplexing problem, if they could only find or evolve some reasonably satisfactory solution soon.

In conclusion, I hope and trust that the long period of stagnant and unsatisfactory business just referred to by our Chairman is nearing its end, and with our improved financial resources and position, a new era of more prosperity is also now about to dawn upon us.

"Get Out of Shanghai!"

Mr. Frank Austin, whilst adding his expression of appreciation to that of Mr. Joseph, said there were one or two things he would like to mention in connection with the welfare of the Company. He had seen it grow from very small beginnings into a very big organisation. Hence he would like to suggest that it might be a good thing for the company to concentrate their efforts in Hong Kong. He thought that to run successful hotels both in Shanghai and Peking was a very difficult task.

"I suggest that when the opportunity arises the Company get out of their commitments in Shanghai and Peking." Mr. Austin added, "and concentrate entirely in Hong Kong, where there are opportunities sufficient to give them a very wide scope. It may be that they are already thinking of doing so."

Mr. Austin further suggested that the Company might well study the possibility of hiring upper floor space in the Gloucester Building, and thus cater for more visitors. If the Shanghai commitments, and others, could be disposed of, there would also be an opportunity of concentrating upon a really modern hotel on the Peak. "I venture to say there is a bigger fortune awaiting the Company if they are willing to put up a really up-to-date hotel on the Peak."

An Impression Corrected.

The Chairman replied that a study of the figures would perhaps show Mr. Austin that he need not be too anxious to dispose of the Northern property. Of course, any business firm was always open to receive offers. However, he would like at once to correct what seemed to be a prevailing impression locally that the Hong Kong Hotels were going to retire from Shanghai.

As regards the idea of an hotel on the Peak, the Directors had the matter under consideration, but he thought the question would be better deferred until the banking account showed a credit balance, which might be expected, perhaps, next year.

Mr. Austin asked what was the attitude of the Board to his suggestion with regard to hiring floor space in the Gloucester Building.

The Chairman replied that he did not think such a suggestion, if carried out, would be profitable to the Hotel Company.

Other Business.

Sir Robert Ho Tung's appointment as a Director was confirmed, and Mr. E. M. Raymond was re-elected to the Board on the motion of Mr. G. H. Potts, seconded by Mr. M. H. Lo.

Messrs. Percy Smith, Seth & Fleming were re-elected auditors on the motion of Mr. J. Gould, seconded by the Hon. Mr. J. P. Braga.

Those Present.

Supporting the Chairman were Messrs. J. Scott Harston, Alan Cameron, and E. M. Raymond (Directors) together with Mr. P.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Animal Crackers." To-day—Queen's Theatre; "Strictly Unconventional." To-day—Central Theatre; "Laughing Lady." To-day—Majestic Theatre; "The Great Gabbo." To-day—World Theatre; "Last Performance" and "Hold Your Man."

Lammert's Auctions.

Tuesday—At Sales Room, blackwood and household furniture, 2.30 p.m.

Wednesday—Inward from Europe Negapatam (Haruna Maru); from Europe via Siberia (Hakozaki Maru). Outward for Europe via Siberia (Haruna Maru), 3.30 p.m. via Marselles (Hakozaki Maru), 6 p.m.

Thursday—Court of University, 5.15 p.m.

Miscellaneous.

To-morrow—Lecture by Mr. B. G. Birch, University, 5.30 p.m.

Sports.

See Sports Diary on Page 9.

NEW ADVERTISEMENTS.

UNION CHURCH.

Kennedy Road.
88th Anniversary,
SUNDAY, April 19.

Morning Service, 11 o'clock.
Preacher: The Bishop of Victoria.

Evening Service, 6 o'clock.
Preacher: The Rev. E. G. Powell.
Sunday School, 10 a.m.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 20th day of April, 1931, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Ref. No.	Ref. No. of Lot	Locality	Boundary Measurements				Contour in Soil	Annual Rent per sq. ft.	Upkeep per sq. ft.
			N.	E.	S.	W.			
			ft.	ft.	ft.	ft.	about	7,437	150
			As per sale plan.						

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			N.	E.	S.	W.			
			ft.	ft.	ft.	ft.	about	7,437	150
			As per sale plan.						

PUBLIC AUCTION

THE Undersigned have received Instructions to sell by Public Auction

ON

TUESDAY, April 21, 1931,
commencing at 2.30 p.m.,
at their Sales Room,
4, Duddell Street,

A Large Quantity of

BLACKWOOD FURNITURE.

Comprising:—

Joss Tables, Curio Cabinets, Marble Top Jardinières, Armchairs, Mah Jong Tables, Cabinets, Bedstead, Marble Top Opium Stools, Cheats, Half Round Tables, Tea Poys, Oblong Tables, Desks, Lampstands, Marble Top Round Table, Table Screen, Chairs, Lanterns, Lying Chairs, Couches, etc.

KING'S THEATRE

SHOWING TO-DAY

AT 2.30, 5.10, 7.15 and 9.30 p.m.



"THE FUNNIEST THING WHICH
LONDON HAS KNOWN.—*Daily Mail*.

Now Breaking Records in London.

"IF IT'S A PARAMOUNT IT'S THE BEST SHOW IN TOWN!"

PRICES Including tax:—

Loge Seats	\$2.20
Dress Circle	\$1.70
Back Stalls	\$1.10
Front Stalls50

Booking at the Theatre Only.

'Phones 25313 and 25330.

Patrons are requested to call for seats reserved, 15 minutes before the Show. No reservation can be guaranteed after that hour.

WEST INDIAN CAPTAIN IN COLOMBO

G. C. GRANT'S IMPRESSIONS OF AUSTRALIA.

BRADMAN PRAISED

CONSTANTINE BEST ALL ROUND FIELDSMAN IN THE WORLD."

NOVEL SOUVENIR

Ceylon, March 26. G. C. Grant, captain of the first team of West Indian cricketers ever to visit Australia, was in Colombo for only a few hours yesterday. In that short while I had the privilege of meeting him on board and having a long chat with him about the recent tour, besides discussing other matters relating to English, South African, Australian and West Indian cricket, writes "Onlooker" in The Ceylon Observer.

Grant who is only 24 years of age and a Cambridge cricket and soccer Blue is small of stature, but perfectly proportioned. With a very pleasant countenance he strikes you at once, when you see him, as an athlete. Rather nervous in his manner he displays a temperament that denotes "action."

"It was the greatest day in my cricketing career when we succeeded in beating Australia, the holders of the 'Ashes' by 30 runs in the last Test match." Yet when I spoke to this charming young Briton I was most impressed by his modesty. He'd cleverly evade questions referring to his own doings and side track me to the performances of his men, to whom he gave all the credit.

Interesting Souvenir.

Before I detail some of the conversations I had with Grant on the P. & O. Narkunda and later ashore I should like to say something about an interesting souvenir of the tour that he is carrying with him from Australia.

Grant is a strict teetotaller and a non-smoker. Lady Astor would find in him and several members of his team more proofs of her argument in favour of temperance.

I mentioned this to the West Indies Captain as we sat in the smoke-room of the Narkunda sipping Schweppes' ginger-ale. Suddenly he left me for a minute with an "Excuse me," rushed over to the man in charge of the bar and returned with a souvenir that Wisden's in Australia had given him. This souvenir is in the form of a wooden holder for ink-stands. In the middle of the plaque is a miniature stand holding the ball that was used in the last stages of the First Test match in Australia. The ball is suitably mounted with a silver band and is inscribed with a record of that game.

On one side of the wooden pedestal is the inscription—"Presented to G. C. Grant, captain of the West Indian cricket team by Wisden's as a souvenir of the first Test ever played between Australia and the West Indies."

On the reverse is a list of the names of the team inscribed on a

silver plate. Australian wood has been used in making the plaque for this souvenir which is altogether a novel and most interesting one.

A Son of the Manse.

I found out that Grant's grandfather, a Presbyterian Minister had gone out a long while ago from Scotland to Trinidad to serve as a missionary among the Indians working on the plantations.

G. C. Grant, like his father, was born in Trinidad and educated at a school on that Island. Before him, many years ago, two famous England captains, Lord Harris and "Plum" Warner, had been born in Trinidad.

Impressions of the Tour.

"Were you satisfied with the results of your tour?" I asked the West Indies captain.

"Yes and No," was his reply.

"We expected to do better against the States even if we did not hope to win the rubber. I may tell you that we were given to understand that the wickets of Australia were faster than anything we had ever played on. This was not so. They were hardly faster than the fastest English wickets. With three such last bowlers on our side as Francis, Constantine and Griffith we could have done with faster pitches that had more "fizz" in them."

"Still we have reason to feel pleased with our doings on the whole seeing that the conditions were new to us. We beat Queensland, New South Wales and finally Australia."

Their Best Batsman.

"Who was your most successful batsman?" I asked Grant.

"Headley, of course. He played well up to expectations, except during one spell early in the tour. The Australian critics were enthusiastic about him and his batting delighted the crowds and made them enthusiastic.

At times Constantine was brilliant, but he was not consistent. There were others who batted well without rising to Headley's heights.

"Our fieldsmen at times let us down with expensive let-offs. But on the whole our fielding was satisfactory. Barrow our second wicket keeper turned out trumps and became in turn our Test match keeper.

Constantine the Great.

"In Constantine we had the best all round fieldsman in the world. In the slips, in the gully, in the covers, in the long field or wherever else, he was placed he was magnificent. They called him 'Constantine the Great', and he deserved the title."

"What did you think of Bradman?"

"What could any one think of him after seeing him bat as he did against us. To me he is the world's greatest and most marvellous batsman. When he got his hundred you were still not sure you would get him out. Other batsmen grow careless after passing the century. Not so Bradman. He makes for the record hundred. We were always in fear of Bradman. He has the most amazing shots and what a temperament! As an out fieldsman I have never seen his equal."

Grimmett's Greatness.

"Who were Australia's best bowlers?"

"Grimmett was as good as he had been in England and a thorn in our side. Next to him Ironmonger was the best we met. He is, I think, better than Hornibrook. The bowling on the whole was never poor. The length was excellent and the bowlers were always trying their hardest. Of the new men I think Waite of South Australia is the best."

Of the younger batsmen Lonergan is easily the best. I think he has a big future."

It may be remembered that Arthur Richardson also singled out Lonergan for special praise.

"How did you like the Australian grounds and the crowds?"

Excellent Grounds.

"I think they are hard to beat as far as grounds and stands are concerned. The crowds were very fair to us and we liked them. There were not the usual large crowds associated with England-Australia Tests, and I am sorry to say some money was lost on the tour. We were hoping on the contrary to make something out of this tour and use it for getting out coaches to the West Indies."

An Australian Admirer.

"What do you think of the South Africans' prospects of success in Australia?"

"I shall not venture an answer to that. You see I have not enough of experience of the South Africans to express an opinion about them."

"I think, however, that after a rest of several months the Australians will be stronger than ever when they next come to grips in the Tests. With Bradman, Grimmett, Woodfull, Ponsford, McCabe and Kippax available they have a very powerful backbone."

Grant discussed many other things relating to the game especially about English cricket, but did not wish to express an opinion on several debatable points.

"He is an optimist and thinks English cricket will soon be where it was—namely, on top."

Coached by Faulkner.

Grant, I should add, was coached by the late G. A. Faulkner at his school.

He was emphatic about the use of the bat in off-side play and thinks that there are few finer strokes than the cut—square or late—and the drive through the covers.

1931 INTERPORT SWIMMING.

Financial Difficulties May Be Overcome.

LOCAL DECISION.

A meeting of the Hong Kong Amateur Swimming Association was held in the V.R.C. last night, when the following representatives of the various clubs were present:

Mr. W. Logan (Chairman), Mr. J. Stewart (Hon. Secretary), Mr. E. Ralton (Hon. Treasurer), Dr. D. Laing (V.R.C.), Mr. J. A. Victor (V.R.C.), Lieut. Roger Caldecott (Argyll & Sutherland Highlanders), Mr. Wong Kam-ying (C.A.A.), Lieut. Wolfe Barry (R.A.), Commander Morris (Royal Navy), and University representative.

On the proposition of Mr. Logan, seconded by Lieut. Roger Caldecott, Mr. J. A. Victor was unanimously elected Hon. Secretary to take the place of Mr. J. Stewart who will shortly be leaving the Colony.

Commander Morris and Dr. D. Laing were elected representatives for the Royal Navy and civilians, respectively.

It was the unanimous decision of the meeting that every effort be made to send a side up to Shanghai for an interport contest and a Sub-Committee will be appointed to discuss the financial side of the question. It is hoped to raise the necessary funds by holding Night Fêtes and Interport trials and in this respect the V.R.C. will afford the Association every facility. The Chinese representatives have been asked to co-operate by holding, if possible, one or two night fêtes at North Point.

It was also proposed that, if funds allowed, a team of ladies be sent up to compete for Interport honours.

ROCKETS

AT THE WORLD TO-DAY TO SATURDAY

At 2.30, 5.15, 7.15 & 9.20.
DOUBLE ATTRACTIONS.

The LAST PERFORMANCE

THE RIOTOUS EXPLOITS
of a
WIFE SEEKING ROMANCE
in PARIS!
Laura Laplante
ALL TALKING

STAR

THE STAR THEATRE
is CLOSED TEMPORARILY
for
STRUCTURAL ALTERATIONS
AND
ACOUSTICAL ADJUSTMENTS
REOPENING SHORTLY

GRAY'S YELLOW LANTERN SHOPS

Alexandra Bldg., corner of Des Voeux Rd. C. and Chater Road.

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featuring the latest fashions.
New shipments received every
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LINENS OF ALL DESCRIPTION
WHITE & COLOURS.

LINGERIE, PYJAMAS, KIMONOS,
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HONG KONG SHANGHAI MANILA

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FRENCH LADIES' HAIRDRESSER.

Informs the ladies of Hong Kong that, in order to prove the superiority of the French Gallia method, he has decided to charge the minimum price for a complete Permanent Wave during the month of April only.

SUCCESS GUARANTEED.

Please Phone 27411 or Call at King's Theatre Bldg., 4th floor.

PRELIMINARY NOTICE.

THE HONG KONG FILM DISTRIBUTION COMPANY having through their London Agents concluded arrangements with the following producers of British Pictures:

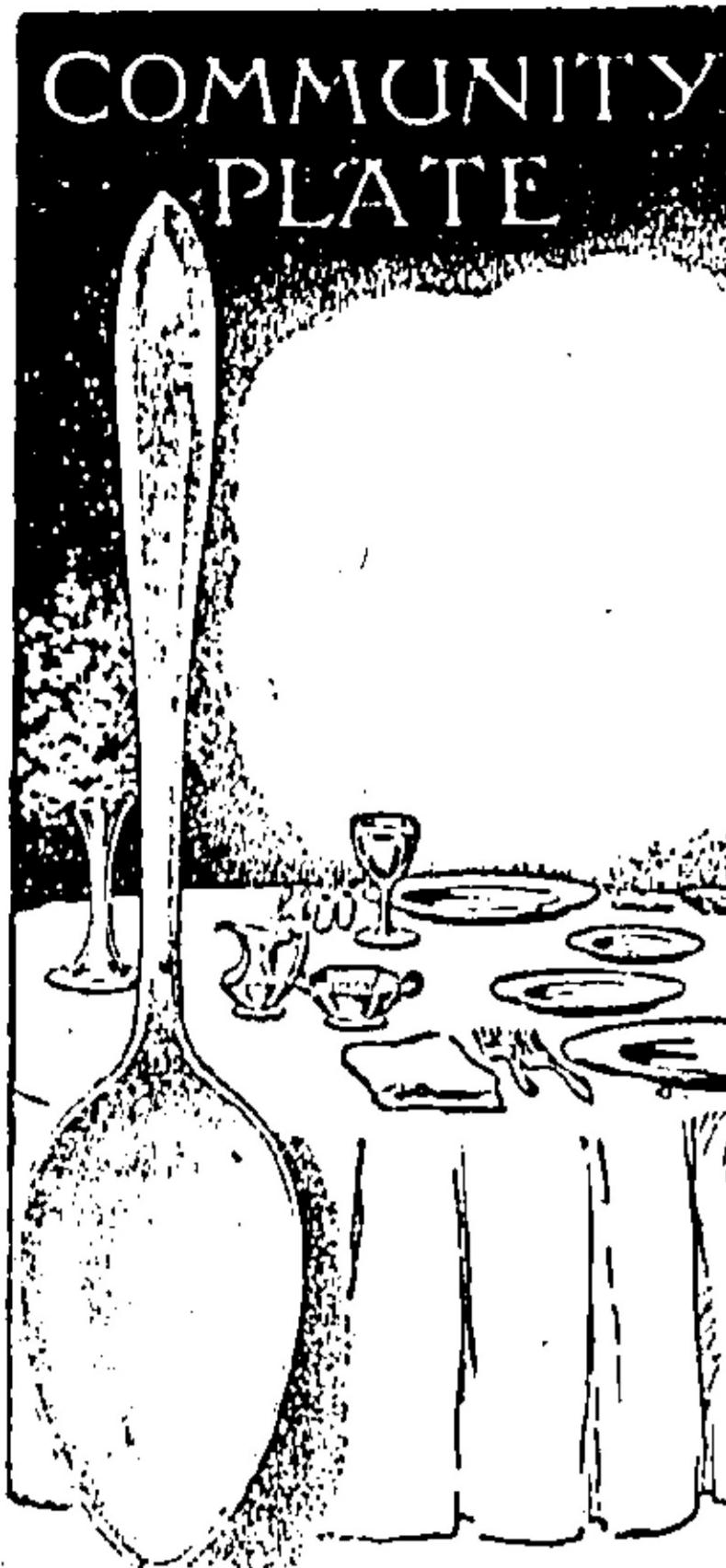
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ROOKERY NOOK.
HOUSE OF THE ARROW.
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LORD RICHARD IN THE PANTRY.
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BED AND BREAKFAST.
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The General Electric Co., Ltd. Andersen Meyer & Co., Ltd.

CUP FINAL REPLAY

MOTHERWELL LOSE TO CELTIC.
RAPID SCORING SPECTACULAR SAVE IN GOAL.

London, Yesterday.
At Hampden Park in fine weather before a crowd of 90,000 people, in the Scottish Cup final replay Celtic beat Motherwell by four goals to two.

Slow Start.
At Hampden Park the challenge which Motherwell sensationally threw down to the redoubtable Celtic on Saturday was resumed to-day. It rained throughout the morning but cleared up half an hour before the start. The pitch was in excellent condition.

Celtic won the toss and had the advantage of a stiff breeze. After a slow half hour Bert Thompson scored with a doubtful shot, but the referee ignored Motherwell's protests.

Motherwell then attacked and Murdoch scored from a beautifully-placed corner from Ferrier. McGroarty replied immediately for the Celtic. Bert Thompson quickly added a third.

Half-time—

Celtic 3
Motherwell 1

Motherwell Attack.

Motherwell attacked strongly on the resumption, but fouls on Bert Thompson spoiled the movements.

John Thomson, in the Celtic's goal, put up a fine display, spectacularly saving five shots in quick succession. Murdoch craftily beat the Celtic's defence, but the ball rebounded from a defender to McMenemy, who allowed it to pass to Stevenson. The latter seized his chance to beat Thomson with a splendid first timer from twenty yards low down, close to the post.

Celtic broke away four minutes before the whistle for McGroarty to shoot into an empty net.

Other Matches.

The results of League matches played at Home yesterday are as follows—

Division I.
Liverpool 0 Birmingham 0
Division II.
Reading 0 West Brom. 3
Division III.—South.
Exeter 6 Clapton O. 1
Division III.—Northern.
Gateshead 2 Stockport 1

—Reuter.

LOCAL LEAGUE.

Playing on the Sookunpo ground yesterday in the First Division of the League the South Wales Borderers defeated the Chinese Athletic by the only goal of the match, scored by Duncan.

Playing at King's Park yesterday afternoon the Jat Regiment XI. defeated the Hong Kong Hockey Club by four goals to nil after a fairly fast game.

AMENDMENT OF THE RUGBY LAWS.

ALTERATIONS NOT IN FORCE AS YET.

SCRUMMAGE LAW.

Dr. A. D. Clinch (Ireland) presided over the meeting of the International Rugby Board in Edinburgh, when laws 15 and 32 were discussed. Law 32, covering the taking of the ball over own goal line, was amended to read as follows:—"If a defending player kick, pass, knock, or carry the ball back into his own in-goal, and if it be there made dead, except in the case where a try is obtained, the ball shall be brought back and scrummaged at the spot where it was kicked, passed, knocked, or carried back." The alteration will not come into force until next season.

A sub-committee was appointed to deal with law 15, covering the scrummage, with especial reference to clause B, which reads:—"No player shall wilfully prevent the ball being fairly put into the scrummage."

OUR SPORTS DIARY.

LOCAL.

LAWN TENNIS—To-day—
I.L.K.C.C. Tournament.
CHESS—To-morrow—Kowloon Chess Club Junior Championship.

B. Soltan v. T. G. Stokes.
H. Bush v. M. Taquet.
A. J. Biukoff v. R. B. Jackson.
Paul v. J. N. da Silva.

FOOTBALL—Saturday—*Studay Herald* Charity Cup Final—Scotland v. China; Division I.—Navy v. Recreio at the Stadium ground, Borderers v. Police at Kowloon at 4.30 p.m.; Division II.—University v. Eastern. On Club ground at 2.30 p.m.

RACING—Saturday—Third Extra Race Meeting, Happy Valley.

LAWN BOWLS—May 2—Opening of League Season.
May 9—Entries close for Open Singles Championship.

HOME.

FOOTBALL—April 25—English Cup Final, Wembley.
GOLF—April 20-24—English Amateur Championship.
April 25 and 26—Professional Tournament, Torquay.
April 27—Army Championship, Sandwich.

RACING—April 29—Two Thousand Guineas.

—Reuter.

HOCKEY.

JAT REGIMENT DEFEAT THE CLUB.

Playing at King's Park yesterday afternoon the Jat Regiment XI. defeated the Hong Kong Hockey Club by four goals to nil after a fairly fast game.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	11 1/4
Bank, wire	11 1/4
Bank, 4 months' sight	11 13/16
Credits, 4 months' sight	1/— 7/16
Documentary, 4 months' sight	1/— 9/16
On Calcutta—	65%
Wire	60%
Credits, 4 months' sight	64%
On Paris—	23 1/4
Credits, 60 days' sight	24 1/4
On Bombay—	5%
Wire	65%
On demand	65%
Credits, 4 months' sight	65%
On New York—	Nominal
Credits, 60 days' sight	3% prem.
On Singapore—	42 1/2
On Manila—	47%
On demand	47%
On Shanghai—	Tls. 77 1/2
Dollar	5% dis.
On Yokohama—	48 1/2
Sovereigns (Bank's buying rate)	3 1/16
Silver (per oz.)	13 1/4
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3 1/4% p.a.
Chinese Sub. Coin	23 1/2% dis.
Hong Kong Sub. Coin Par	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.27 1/2
New York	4.85 1/2
Brussels	34.94 1/2
Geneva	25.20 1/2
Amsterdam	12.10 1/2
Milan	92.81 1/2
Berlin	20.40 1/2
Stockholm	18.15
Copenhagen	18.16 1/2
Oslo	18.16 1/2
Vienna	34.54 1/2
Helsingfors	164 1/2
Madrid	46.9
Lisbon	108.25
Athens	375
Bucharest	317
Rio	3 1/2
Buenos Aires	38 1/2
Montevideo	32
Bombay	1/5 55/64
Shanghai	1/3 1/2
Hong Kong	11 1/4
Yokohama	2/— 13/32
Silver Spot & Forward	18 1/16

British Columbia will celebrate her diamond jubilee at the provincial capital on July 20; it being on that date, 60 years ago, that the Crown Colony of British Columbia was formally included in confederation.

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Rose's LIME JUICE
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Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The question of an ambulance service came up as the subject for general discussion at the weekly tiffin of the Rotary Club on April 14. The principal speaker was the Rev. E. G. Powell on the subject "Community Service" which, in the main, was a plea for more ambulances. The Hon. Mr. E. D. C. Wolfe (Inspector-General of Police) advanced the argument that there should be unified control. A full report of the debate is chronicled in the OVERLAND CHINA MAIL.

The annual inspection of the H.K.V.D.C. was carried out on April 9 by the G.O.C. (Major-General Sandlands, D.S.O.) on Murray Parade Ground. Much correspondence on local Volunteering was a sequel, and the subject has also been dealt with in a leading article. The OVERLAND CHINA MAIL carries a full report.

Taking the chair at the annual meeting of the Hong Kong Realty and Trust Company, Ltd., on April 15, Mr. J. Scott Harston foreshadowed the provision of facilities for bathing, on modern lines, at Repulse Bay. He said that in the event of modification of the terms of the Crown lease of the Company's rural property being obtained, it was intended to develop along lines which would provide the public with dressing and refreshment accommodation, as well as other amenities. A full report appears in the OVERLAND CHINA MAIL.

Speaking at the annual dinner of the University Law and Commerce Society held recently, the Chief Justice (Mr. Justice John R. Wood), said that lawyers were living in an interesting age. They were watching the beginning of the standardisation of law throughout the world. A detailed report of the speeches is contained in the OVERLAND CHINA MAIL.

Facts appertaining to the alleged theft of a registered letter were disclosed by the Police in a case opened recently in the Central Police Court. Accused is an Hungarian, Harry Simon. A detailed account of the proceedings is given in the OVERLAND CHINA MAIL.

A pleasing ceremony was witnessed in the St. Andrew's Church Hall on April 13, when the Rev. J. Horace Johnston, B.A., a past President, was presented with a Chinese ivory chess set, from the members of the Kowloon Residents' Association. The presentation was made by Mr. E. Cock, M.B.E., who paid high tribute to the work done by the recipient. The OVERLAND CHINA MAIL contains a full report.

H.E. the Governor (Sir William Peel, K.C.M.G., K.B.E.) officially opened the new Kowloon Union Church on April 10, in the presence of a large and representative gathering. A detailed account is furnished in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unceasing supply of Hong Kong and Chinese news every week—by means of a subscription to the Overland China Mail.

Without any trouble of packing and worrying about the Post Office on your part, and at the cost of only \$4.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent via the Suez Canal, because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the most popular weekly news budget, as it has been compiled just to suit present-day requirements, as it has done all along. What more could be desired?

READY TO MORROW

Mail via Suez closes at 6 p.m., on April 17.

and via Siberia at 5 p.m., on April 18.

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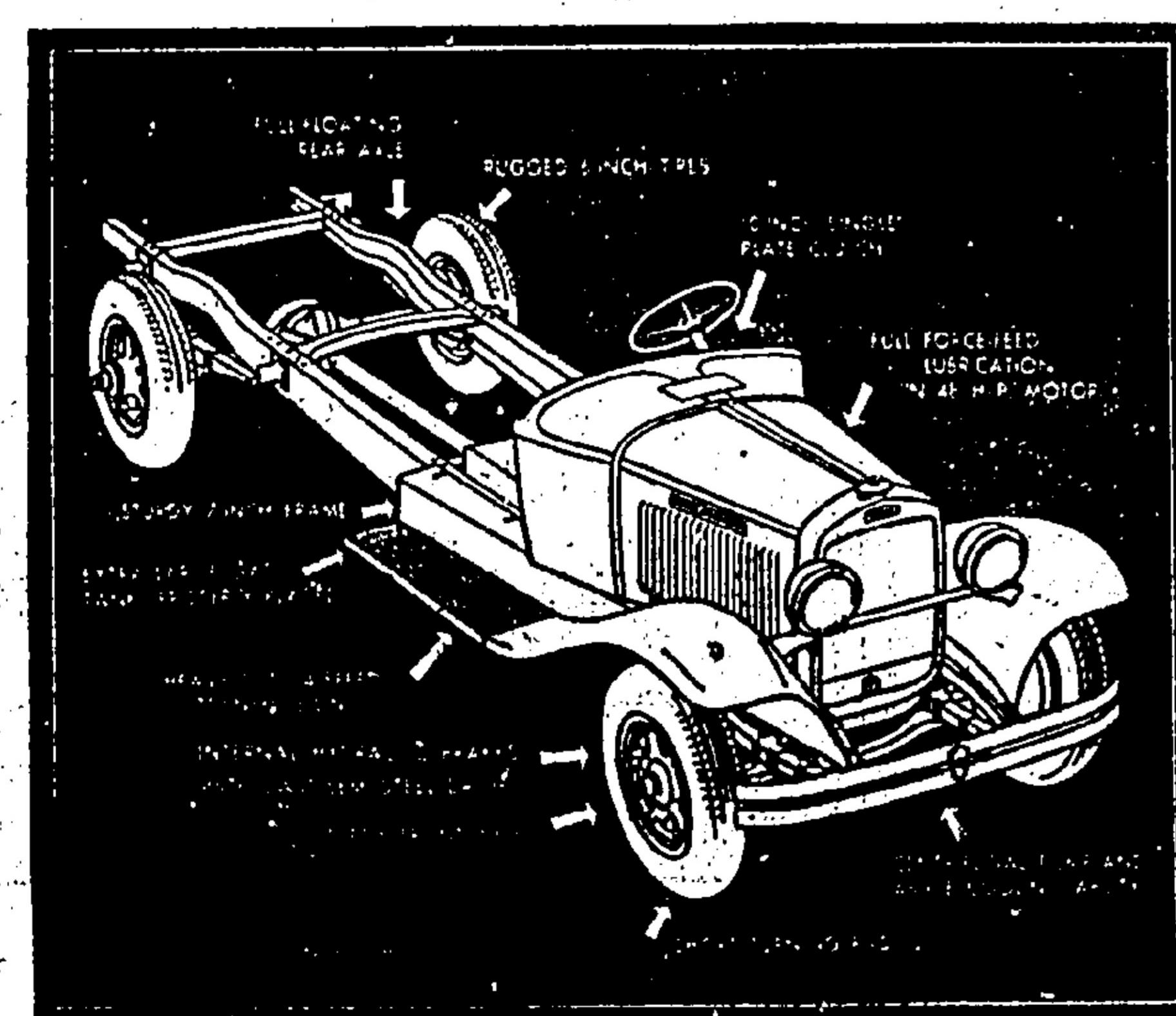
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CAR DESIGN.

Where Britain Leads and Fails.

[By A. G. Throssell, Daily Telegraph Motoring Correspondent.]

Are we contributing our share to the improvement of motor-car design, to the process of developing the ideal car? Although a period of acute depression is scarcely favourable to the introduction of new ideas, manufacturers in other countries seem more eager to adopt innovations in design and break away from the conventional.

In America half a dozen of the leading makers have suddenly and simultaneously decided that motorists want easier gear-changing, and that the free-wheel device is an amusing and attractive way to satisfy them. In Germany the recent Berlin show has evinced a similar sudden and simultaneous move for change, this time in favour of front-wheel drive and independent wheel springing.

Here there has been nothing comparable. The only novelties at Olympia were plethoric hubs and similar fads of fashion. There were fewer "unusual" cars shown than for many years. One might conclude that British manufacturers were clinging to the conventional design, too cautious to give inventiveness a hearing. It is true that the past ten or twelve months have seen the adaptation of the hydraulic clutch to the car chassis and of streamlining to its body, ideas of first-rate importance but isolated instances of enterprise.

Generally the industry seems to be satisfied with the car as it is and to seek improvement only in details.

Of course, the novelties of America and Germany are not really new. The free wheel was given a good trial in this country a couple of

years ago; in fact, it was, I believe, first developed in Britain, and if we failed to appreciate its virtues the makers are not to blame.

Germany's Move.

Germany's experiments are more interesting. Front-wheel drive we have known of for years, thanks to the courage of one firm which experimented with and exploited this form of transmission; but it was mainly for racing and a far from cheap car. Germany seems to be developing the front drive for the sake of economy as much as for its mechanical advantages, such as they are. Of three front-wheel drives at Berlin two were on cars of decidedly popular price—a two-cylinder two-stroke costing £85, and an otherwise conventional "four" costing £180. But if we are to give up the normal arrangement of engine and driving axle the weight of the argument, theoretical and practical, seems much in favour of moving the engine to the rear, as Sir Dennis Burney does.

About the advantages of independently sprung wheels there is no dispute, and here I think British car-makers have laid themselves open to a charge of neglect. Firms have experimented; but, in spite of the example of a world-famous Italian car, which has established the complete success and reliability of front wheels independently sprung, nothing of the sort has hitherto been produced.

The usual excuse is that for our fine roads the existing system of resilient leaf springs with shock absorbers to limit their action may be old-fashioned, may be wasteful, may be unequal to really rough going, but is good enough.

Now that we are seriously trying to sell our cars abroad it is no longer good enough. For South Africa, South America, and other parts where ruts and potholes supply most of the road surfaces, a car with wheels that can independently accommodate themselves to the bumps and hollows would have a huge pull over its competitors. It looks unfortunately as if we shall not be the first, or even the second, in the field with a cheap and satisfactory system. The Americans are experimenting and hard at it. The Germans are now producing small cars, and cheap cars as well as big expensive ones with independent suspension. The B.M.W., which is the German Austin Seven, has now no front axle. And Germany, hitherto negligible as a car-producing country, is now ahead of us, not merely in these points of novel design, but in cheap production. The new Opel, Germany's popular car, is a six-cylinder of about 15 h.p., which as a saloon with sliding roof sells at £185.

But Britain is waking up. I was shown the new 8-cylinder Hampton. It is a low-built sporting car of only 17.8 h.p., and its great feature is that all four road wheels are independently suspended. It is rear-driven with pivoting driving shafts, and the front wheels are at either end of double transverse springs.

The car, with a fine saloon body, costs £575, and a "six" of a similar chassis is to cost £475; but I am told that independent suspension is no more costly than the ordinary system. Its superiority is beyond dispute.

IS LAYING-UP ECONOMICAL?

Interviews with motorists who have laid up their cars have disclosed, after "due consideration," that what they were told they would gain in theoretical savings as regards wear and tear was wrong, as more money was spent on alternative methods of travel and recreation (says the Melbourne Herald).

One motorist who laid up his car, due to the popular cry of "stop motoring," found that he had actually expended nearly £3 in the month more than in the previous month when he was operating his car, and it was not possible to calculate in values his losses through waste of time.

Before laying up your car "for economy's sake" figure out whether the move actually will save money and remember that the average car carries five persons for the same cost as it carries one.

While laid up there is to be considered the interest on the capital cost of the car, continued market price depreciation while laid up, and the actual depreciation (deterioration) of tyres, the battery, and other parts.

Also, the registration fees and insurance usually have been paid, and these represent lost money for the period the car is laid up.

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Such a car was the Humber Snipe, when introduced in the Autumn of 1929. It immediately created a new standard in car values, and, what is more, it set a fashion. Because of the success of the Snipe the medium-powered British car has been given three or four more horse-power, with effects on the performance far outweighing the extra £3 or £4 tax.

Eighteen months' experience in the hands of the public has shown the desirability of only minor modifications. The 1931 Snipe in all its main features is identical with its predecessor, but one of the changes has quite definitely made a good car better.

Instead of a plain carburettor with an open-air intake there is now a down-draught carburettor with an airfilter and hot spot. As a result the engine is protected from dust and road grit, as one built for export should be; it has got rid of the former air hiss at high speeds; it is ready to pull very soon after being started up on a cold morning; and its response to the throttle pedal is of that hair-trigger sensitivity which doubles the pleasure of driving.

The most noticeable other alteration is that the gear-lever is now central and American in style, and that almost every other control is on the steering wheel. The brakes are better—just as powerful but smoother in action—the steering is for a British car exceptionally low-gear and almost too light.

ON THE ROAD.

The Humber Snipe.

Every now and then there appears a new car which, without any striking novelty of design or unconventional feature, proves a winner from the very start. At once you hear on all sides that it is a wonderful performer of amazing value for the price, and these swift verdicts, so curiously unanimous, are nearly always right.

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FUEL CONSUMPTION

Faults and Their Remedies.

There are many cases in which a petrol engine is unjustly blamed for consuming too much fuel. There are engines which "eat" petrol in spite of carburation being as good as it can be. Such engines are defective either in design or workmanship, and nothing that the user can do by adjustment will reduce their appetite for petrol. This type of engine, however, is rarely met with to-day, and in nine cases out of ten heavy fuel consumption is due to a fault in the carburettor.

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The first step is to ensure that the consumption figures obtained are reasonably accurate. It is not sufficient to assume that there are, say, 10 gallons of petrol in the tank unless that quantity has been seen poured in or knowing the capacity of the tank, actually seeing it full.

The next step is to ascertain whether any fuel can escape before reaching the carburettor by making certain there is no leakage from pipe unions, taps, and filters.

Test the float chamber feed-valve to see that the fuel supply is cut off when the correct level is reached.

To do this, cause the needle to admit petrol to the float chamber until the correct level is slightly exceeded.

Petrol will then run out of the jet and drip from the carburettor body.

These drips should quickly become less frequent and finally cease, showing that the needle valve has seated.

Having carried out these tests and found no leakage, it may be assumed that some function of the engine is not being performed correctly if the fuel consumption is higher than it should be.

An engine will go a long time without being cleaned of carbon,

but if it is desired to keep the valves clean as possible the

petrol bill as small as possible the

valves should be ground to their

seats every two or three thousand miles covered.

The timing of the opening and closing of the valves affects the quantity of

fuel used, therefore the tappets should be inspected to see that there is a gap between the bottom of the valve stem and the tappet head when the valve is closed and the engine hot. If

there is no gap when the cam is at its lowest position the valve will not seat properly, and, of course, will not be gas-tight. The result of both these defective tappet adjustments will be that more petrol will be used to cover a given mileage than would be the case if the valves were in good order. The gap should be between two and three thousandths of an inch when the engine is hot.

Misfiring will cause an increase in petrol consumption. Intermittent misfiring is not always easy to detect; a defective plug may spark in small throttle opening conditions, but may fail to function with the higher compression obtained with a wide open throttle.

Plug points burn away slowly, and therefore the gap requires occasional adjustment. The length of the spark gap has some bearing on fuel consumption. Sometimes the ignition advance and retard lever does not move the contact breaker through its full movement, with the result that the ignition timing may be late, never being fully advanced. Late ignition will overheat the engine and also be the cause of more fuel than necessary being used. Clutch slip, of course, will cause fuel consumption to increase.

It is often nowadays that one experiences a slipping clutch, but slip will take place when the lining wears to the extent where the rivets project. Badly adjusted brakes are also a cause of fuel wastage. If the shoes are not clear of the drums when the hand or foot levers are in the off position, the vehicle will require a greater effort from the engine to propel it. All the foregoing remarks apply to an engine which has been economical in fuel consumption, but has gradually or suddenly become extravagant.

FULL STREAM-LINED CARS.

Slowly but surely the cult of the streamlined ultra sports body is gaining popularity, remarks The Motor. There are even a few standard sports cars which really look fast whatever their capacity in speed may be. Generally speaking, however, the enthusiast who wants the aero-dynamics of his coach-work reduced to the nth degree, and insists on multicoats of paint and varnish to reduce skin friction, has got to have the body built specially.

A number of enthusiastic motorists are now greatly interested in fully streamlined cars, an incentive to which has been given by record-breakers' cars like the "Golden Arrow" and the "Blue Bird." One or two have been built, and others are now in course of construction.

At the moderate speeds possible on British roads the gain in miles per hour is actually not of much importance. The power that can be saved is, however, considerable. A roomy saloon car requires, in round figures, 50 b.h.p. to drive it at 60 m.p.h. Fully 86 b.h.p. of this power is necessary to overcome wind resistance. If the resistance could be halved, which is quite feasible by scientific streamlining, the total power required at 60 m.p.h. would be reduced to 32 b.h.p.

At higher speeds the difference is more marked, for the resistance increases with the square of the speed. No doubt the chief incentive in designing and building streamlined cars for ordinary use is the pleasing appearance obtained, and in a car intended for fast continental touring it has its practical value as well.

BRITISH CARS OVERSEAS.

Mr. Victor Riley, chairman and managing director of Riley (Coventry) Ltd., in the course of his speech at the recent shareholders' meeting, said that whereas our overseas possessions annually took some 600,000 cars, Great Britain supplied only 10 per cent. of this total. If this country could recapture but a quarter of the total, production would be doubled, twice the number of men would be employed and still lower prices would prevail in the home market. He pointed out that the small car was coming into its own, and in this market Britain had always led the way.

1,704 MILES.

Tour by Ford Transport Plane.

A Ford trimotor transport plane, fitted with new high-speed equipment for the reduction of head resistance, has just completed a 1,704-mile tour at an average speed of 128 miles per hour. Government officials at Washington participated in part of the tests of the plane which gives indications of ability to greatly accelerate scheduled airline travel by permitting increased intercity cruising speeds. The tour was from Detroit to Washington, New York, and return, with several side trips.

The fastest leg of the tour was a flight between Langley Field, Virginia, and Washington, D.C., a distance of 135 miles. With Major Hugh J. Knerr, commanding officer of the Second Bombardment Group, at the controls, the plane carrying a pilot, nine passengers and considerable baggage, covered this lap in 55 minutes, at the rate of 148 miles per hour. The slowest leg was the 404 mile jump from Newark, N.J., to Cleveland over the Allegheny mountains against a strong head wind. The plane negotiated this lap in 3 hours, 50 minutes, in spite of the adverse wind, at a rate of 105 miles per hour. On the home flight to Detroit from Cleveland the same day, the plane covered the 115 mile lap in 50 minutes, at the rate of 138 miles per hour.

On two other occasions, the plane averaged 138 miles an hour or better on long jumps. One was the outbound flight between Dayton, Ohio, and Washington, via Vandalia, Pennsylvania, and Cumberland, Maryland, when the plane covered 406 miles in 2 hours and 55 minutes, at a rate of 138 miles per hour. A 73 mile jump between Camden, New Jersey, and Newark was covered in 31 minutes, at a rate of 140 miles per hour.

The plane which made this record is a standard Ford 5AT trimotor powered with Wasp engines. It was fitted with the new high-speed equipment comprising refinements in fuselage design as well as engine ring cowlings, all aimed at the reduction of head resistance to permit greater speed in flight. During the tour the average speed of the three engines was 1,700 r.p.m., a normal gait, while fuel consumption averaged 65 gallons per hour.

The standard 5AT transport, without the high speed equipment, has been rated as having a high speed of 135 miles an hour, not greatly in excess of the average speed recorded on the recent tour, and a cruising speed of 112 miles per hour.

The tour started at Ford airport, Dearborn, Michigan, carrying the party to Dayton and Washington. From the latter city an 80 mile round trip was made to Baltimore and return in 40 minutes, at a rate of 120 miles an hour. Several days later, the plane cruised to Langley Field, via Louisburg and Richmond, covering 190 miles in 1 hour, 40 minutes, at the rate of 111 miles an hour. The party then returned to Detroit, via Camden, Newark and Cleveland.

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CAR LIGHTING

FAULTS AND THEIR REMEDIES.

Taking it by and large, the lighting system of the modern automobile is as reliable as most other things about the car, so that very little trouble is likely to be experienced if a certain amount of attention is devoted to its upkeep.

Apart from neglect, most lighting troubles arise from too large a load, caused by the use of too many accessories or by the use of larger lamps than are really necessary. To ensure reliable lighting, the total current taken by all the lamps should not equal the output of the generator, so that a small surplus is shown on the 'charge' side of the ammeter. Using higher candlepower lamps than the normal is likely to cause a discharge of several amperes from the battery, and if it should happen that this is in a state of poor charge, due to excessive starter use or old age, the lighting will drain the battery in a short time, and the light given by the lamps will not be nearly as good as would be the case if the normal lights had been used. Modern headlights are so designed that a brilliant driving light is obtained from a minimum of candlepower, and the use of larger lamps than those supplied by the maker will simply waste current without creating a better driving light.

Owners of cars who do a lot of night driving should make a point of going over the lighting system occasionally with the object of both cleaning it and finding the location of the vulnerable points in its circuit. The fuses particularly should be found, and their positions memorised. (Usually there is one under the dash and one in the generator itself, but the actual positions may be found from the illustration in the instruction book.)

Sudden excessive brilliance of the lights indicates that the battery has become disconnected, or partially so, at some point in the circuit. This effect is likely to be followed by the extinction

of all the lights, due to either the fuse or the filaments of the lamps 'blowing.' Should this happen, the cause of the trouble should be found first, and remedied, and the fuse or the lamps replaced. If it should happen that no spare fuses are available, a piece of tin or lead foil, such as is used for chocolate wrappers, should be wrapped round the old fuse body and the fuse inserted in the clips. This type of repair is quite safe, and will last for some time.

The Ammeter.

The ammeter is a valuable guide to the efficiency, or otherwise, of the lighting equipment. Suppose, for example, when all the lights are switched on and the generator is running normally, the ammeter shows a heavy discharge, the inference is that the generator is not charging; and this is probably caused by the fuse in the generator having blown, or to the contact points in the cut-out being badly pitted or burned. Another trouble, that of the charging rate falling well below normal so that the battery instead of receiving, say, 12 amperes is getting only four or five, is usually caused by a dirty commutator or by worn-out brushes. Either of these causes is very harmful in that sparking is produced at the brushes, causing rapid deterioration of the commutator and brush gear.

The cover plate should be removed from the generator every 5,000 miles, and the commutator and brush gear cleaned with a rag moistened with petrol.

The Battery.

There are two main factors that should be kept in mind as regards the lighting — that the generator is delivering its proper output and that the battery is always well charged, but not overcharged for any considerable period (on long runs it is good practice to keep the lights burning, to reduce the rate of charge of the battery). Keep the electrolyte (the acid) level above that of the plates, adding distilled

Correct Lamps.

Another cause of poor lighting is bad focusing. If the lamp is out of focus a black spot will appear in what would otherwise be the centre of the beam. This not only causes discomfort to the driver but is a nuisance to other drivers, because the glare from such a lamp is excessive.

In order to prevent troubles of this kind it is good policy to get exactly the same type and powered bulb when replacements become necessary. In any case, the focus of the headlights should be tested before the car is taken on the road. The time taken for this job is, at the most, five minutes, and it may be the means of avoiding a bad accident. Nothing is so important in night driving as good lights, and as very little time need be devoted to keeping the lighting equipment at its best there is no reason why every motorist should not enjoy the feeling of safety that good lights give.

QUERIES ANSWERED.

W.H.M.—Is it likely that an adjustment of the gap in the plugs could have any effect on petrol consumption? Recently I found that I had been running the car with the plug gaps too wide, and after adjusting them was surprised to notice that the petrol consumption was much better. Could this be due to the plug gaps? My car is six cylinder Pontiac. So far as actual running is concerned I noticed very little difference.

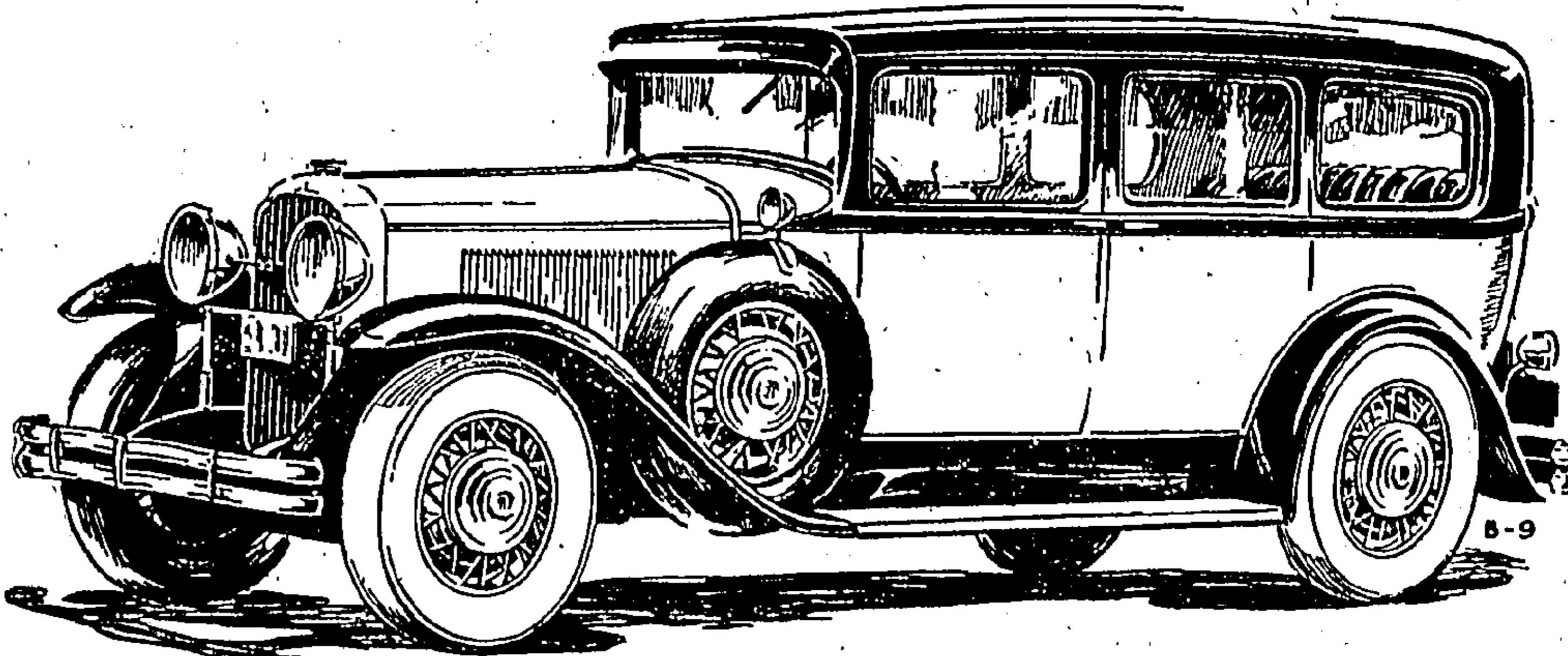
Ordinarily, so long as the plug fires, the size of the gap should not make any difference to the petrol consumption; it is possible that what happened in your case is as follows:—The six cylinder engine is so smooth in its running that an occasional miss, which would probably be caused by too large a gap, would pass unnoticed. This miss would naturally have an adverse effect on the petrol consumption. When the gaps were adjusted to their correct opening the trouble would probably be overcome, with a consequent improvement in the consumption.

G.R.G.—What is the easiest method of removing the starter-generator from a 1928 Dodge car?

The first thing to do is to take the driving chain apart. This can be done by turning the engine over slowly by hand while you watch the chain until you can see the place where a small wire, something like a cotter pin, is used at one side of the chain. You will find that this wire goes through two of the pins. After you have removed this wire it is advisable to take another wire and run it through the portion of the chain above the sprocket, and then use another piece of wire, and run it through the chain below the sprocket. This will hold the two ends of the chain. You can now remove the link which holds the two ends of the chain together, and after the chain has been taken apart you can readily remove the starter-generator.

C.W.H.—Just recently I purchased a Morris Cowley which is fitted with four-wheel internal expanding brakes. These are quite satisfactory except that when I apply the brakes there is a bad squeal. I have tried binding the drums, having been told that this would cure the trouble, but this has had no effect. Is there any way of stopping this trouble?

The method that is used on later models of the Morris is to bolt a tight-fitting steel band around the brake drum. This dampens out the vibrations (which cause the squeal), and is effective as long as the brake lining is in good order. If the binding you have installed is a good tight job the trouble is probably with the brake linings. These are possibly worn so that the rivets are exposed, and these coming into contact with the drum would cause a bad squeal. Check up for this condition and either drive the rivet heads below the surface of the lining or install new linings.



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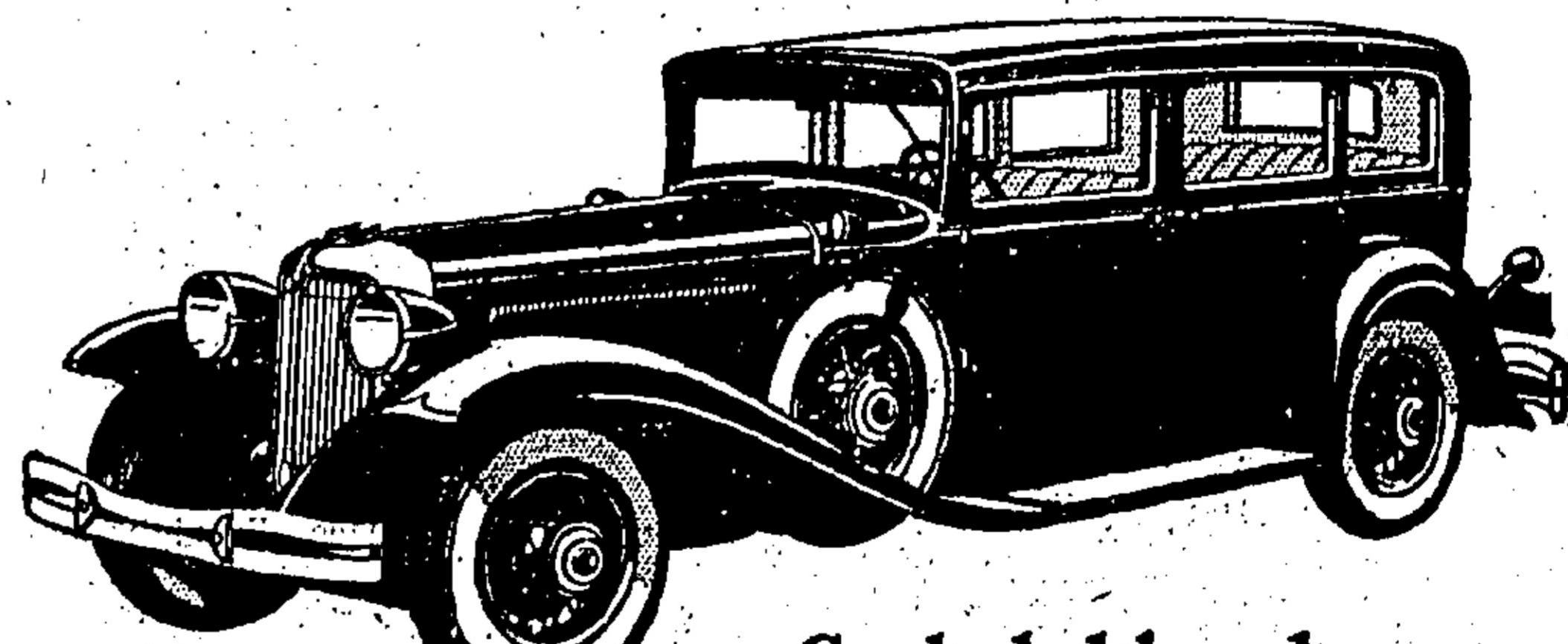
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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
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HONG KONG, THURSDAY, APRIL 16, 1931.



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I HAVE LOST LOVE OF MY PEOPLE."

(Continued from Page 1.)

Replying to a query as what Spain would do in connection with the Italo-Spanish Treaty, which had caused such heart burnings in France, Senor Prieto snapped: "Denounce it immediately!"

The Foreign Minister, Senor Leroux, interviewed, affirmed the Republicans' ability to avoid dismemberment of the country or slipping toward the extreme Left.—Reuter.

Earlier News.

Madrid, Yesterday. Alfonso sailed before dawn aboard the cruiser Principe Alfonso, it is believed for Britain.

Sad Procession.

While Cartagena was sleeping, at 4 o'clock in the morning a procession of five cars entered the city and hurried to the naval shipyard. It was a sad procession, which seven hours earlier stealthily left Madrid to smuggle the King out of his country. Two companies of bluejackets drawn up at the quayside saluted the King, and after a few handshakes Alfonso walked smartly up the gangway aboard the Principe Alfonso.

There was a touching scene as he stepped on deck. Two naval officers sprang to attention and shouted, "Long live the King!" "Long live Spain," Alfonso replied, raising his hat.

His words were eloquent of the patriotic motives which led him to sacrifice his crown.

"Sire, I am sorry," came from the quivering lips of the Captain-General as he stretched out his hand in farewell. "I am only being true to my traditions," replied Alfonso. That was the end.

Alfonso was quickly conducted to his cabin, the anchor was weighed, and the dark shape of the cruiser slowly disappeared.

Bidding Good-bye.

The King left behind a manifesto with instructions not to publish it until he left Spain. There was a very moving scene as Alfonso left the palace en route to Cartagena. The King turned to his entourage and said, "I depart with a quiet conscience." Alfonso at that moment appeared on the verge of a breakdown, and was unable to finish his last words.

A cortège of five cars, one of them containing a sergeant of the Civil Guard and seven men fully armed, waited outside the palace.

Alfonso then embraced and bade farewell to the Queen and members of his family. As he left the chamber, the halberdiers saluted and the officers cried "Long live the King!" Alfonso, displaying no emotion, entered the lift, saying only "Long live Spain."

Many spectators of his departure were in tears. The King recommended "calm and tranquillity." He left the palace and took his seat alone in one of the waiting cars, and the cortège hurried off.

The Government had detailed a special detachment of the Civil Guard, wearing red brassards, to patrol the neighbourhood of the palace all night long, in order that popular demonstrations of joy would not offend the susceptibilities of the Queen and her children before their departure in the morning.

No Formal Abdication?

Though Alfonso has left the country, it is authoritatively learned that he has not formally abdicated, and did not sign any document before his departure.

Queen's Farewell.

The Queen and her daughters have left for Iran.

A huge concourse assembled at the Central Station at Madrid this morning, to witness the departure of the Queen and her daughters. They were disappointed, for the Queen and her children unobtrusively boarded a train for France at a wayside station.

The train was driven by the Duke of Saragossa, who always acted as engine-driver for the King and Queen. A number of Court dignitaries were aboard the train, accompanying the Royal family on its exile.

Touching Scenes.

Tears streamed from the face of the Duke of Saragossa, the nobleman driver of the Spanish Royal trains, as he opened the throttle of the engine of the train conveying the Queen and her family to the frontier. The party, which boarded the train at Escorial station, a few miles north-west of the capital, included the Queen and her daughters, Beatrice and Christina, her sons Jaime and Gonzalo, and the Prince of Asturias.

The party's motor-cars were drawn up in the roadway near the station an hour before the train steamed in. On arrival at the station the Queen was greeted by members of the late Government and a number of aristocrats. Ladies, overcome with emotion, surrounded the Royal family and flung their arms round the Queen and her children. The Prince of Asturias, who is suffering from a distressing malady, was carried to the train in the arms of attendants.

Infante Juan at Gibraltar.

Gibraltar, Yesterday. Alfonso's son, the Infante Juan, who is a naval cadet at Cadiz, arrived here from Cadiz to-day aboard a Spanish destroyer and went to the Hotel Bristol.

The Infante Juan subsequently went to Government House on the invitation of the British Commander-in-Chief.

In Gay Madrid.

Madrid, Yesterday. While Alfonso was leaving for Britain the capital was delirious—celebrating the advent of a Republic. Yelling bands of youths of both sexes in holiday mood were wearing the red, gold and purple tricolour, and dancing in the streets, unmolested by the police who were only noticeable for their rarity.

The centre of interest was the Central Station, where an enormous crowd was hoping for the arrival of Major Franco, the airman hero of the Quatroyentos aerodrome revolt. When the express from Paris was two miles from the terminus, it was held up by hundreds of red-bonneted youths and girls standing on the line waving flags. The crowd climbed the steps and roofs of the carriages, and eventually the train was able to proceed slowly through the masses of people along the line, to the station.

All were most disappointed when their reception committee, which entered the train, reported that Franco was absent.

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festival. A proclamation by the new Government says:

"The Provisional Government of the Republic has taken over power without formality and without resistance. It assumes the headship of the State with the express assent of triumphant political forces, registered by popular vote at the elections. Interpreting the unhesitating desire of the nation, the committee of public forces, whose coalition has been established to inaugurate the new regime, designates Alcara Zamora to the Presidency of the Provisional Government of the Republic."

A Worthy Head.

Zamora, who is head of the new Government of Spain, has twice been a Minister of the Crown, and is the only ex-Minister to abjure the monarchy and become a Republican. By his conversion, the Republican ranks have gained one of their cleverest adherents. He was the mainspring of the December rising, after which for six months he conducted the Republican business from prison. He is one of the greatest orators in Spain and one of the best informed men on military questions, particularly the Moroccan question.

Hendaye, Yesterday.

The train from Paris bringing the exiled Spanish revolutionary leaders, including Senor Prieto, Minister of Finance in the Republican Government, had a frenzied welcome at the frontier station. The crowd were disappointed at not seeing the airman Major Franco, who, with General Delano, is returning to-morrow.

Barcelona, Yesterday.

The city was on tenterhooks in spite of a general strike and the proclamation of martial law, following serious incidents last night reminiscent of the French revolution. A crowd of thousands besieged the jail, demanding the release of political prisoners, not aware that an order for their release had already been given.

The crowd tried to set fire to and storm the prison, and the Governor in order to avoid bloodshed released all the prisoners, including criminals.

Similar scenes occurred at the women's prison, where the fingerprint department was destroyed.

High-Handed Action.

Several deaths are reported in subsequent street fighting, the cause of which is unknown.

The police fired on a crowd attacking a police depot.

The National Confederation of Labour has proclaimed a twenty-four hours general strike in order to "prevent" any monarchist reaction." Armed peasants have been holding up all vehicles in the district, only allowing Republican supporters to pass.

Col. Macia, the provisional President of the Republic of Catalonia, has issued a declaration that he has assumed office provisionally, under Zamora, as head of the federated Spanish Republic, and the Catalonian Republic will be an integral state within the Spanish federation.

London, Yesterday.

Alfonso will be assured of a welcome in Britain if he comes to come, judging by sympathetic assurance in London newspapers.

Passengers in the express, including a number of Spanish titled people were allowed to pass through the dense crowds without trouble.—Reuter.

National Festival.

To-day was declared a national

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